Sustainable Modes of Travel Strategy

London Borough of Merton

December 2009
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<td>BSFF</td>
<td>Building Schools for the Future</td>
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<tr>
<td>CCE</td>
<td>Cycling Centre of Excellence</td>
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<td>CCS</td>
<td>Climate Change Strategy</td>
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<td>CPZ</td>
<td>Controlled Parking Zone</td>
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<td>CYPP</td>
<td>Children’s and Young People’s Plan</td>
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<td>DfES</td>
<td>Department for Education and Skills</td>
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<td>DCSF</td>
<td>Department for Children Schools and Families</td>
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<td>DIT</td>
<td>Department for Transport</td>
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<td>ECM</td>
<td>Every Child Matters</td>
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<td>ETP</td>
<td>Education Training and Promotion</td>
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<td>EVA</td>
<td>Environmental Visual Audit</td>
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<td>GOL</td>
<td>Government Office for London</td>
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<td>JC</td>
<td>Junior Citizen</td>
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<td>JRSO</td>
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<td>LA</td>
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<td>LCN</td>
<td>London Cycle Network</td>
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<td>MTS</td>
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<td>PRU</td>
<td>Pupil Referral Unit</td>
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<td>PTAL</td>
<td>Public Transport Accessibility Level</td>
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<td>SEN</td>
<td>Special Educational Needs</td>
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<td>SMoTS</td>
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<td>SNT</td>
<td>Safer Neighbourhood Teams</td>
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<td>Safer Transport Team</td>
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<td>SRTS</td>
<td>Safer Routes to School</td>
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<td>SSSI</td>
<td>Site of Special Scientific Interest</td>
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<td>ST</td>
<td>School Travel</td>
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<td>STP</td>
<td>School Travel Plan</td>
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<td>TFL</td>
<td>Transport for London</td>
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<td>UDP</td>
<td>Unitary Development Plan</td>
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1.0 Introduction

The journey to school highlights our changing travel habits – in the mid 1980’s around 60% of children walked to school and 16% were driven. By the end of the 1990’s the proportion walking had fallen to below 50% whilst those travelling by car had almost doubled to 32%. Throughout the 1980’s there was a decline in the use of public transport and cycling fell to less than 1% of school journeys. There has been a decline in use of public transport and cycling has fallen to less than 1% of school journeys. As a result almost one in five car trips on the urban network at 8.50am at the beginning of the 90’s were taking children to school.¹

In London however the school travel programme has started to turn the tide of rising number of car trips for the journey to school. There has been a 6.2% decrease across London for journeys to school made by car, and bus use has increased by approximately 1%. This is reflected in Merton where we have seen approximately a 6% decrease in car use for school journeys between 2004 and 2009 – flying in face of rising car ownership, increases in population and school population, and rising levels of car use more generally.

Busy roads, increased car ownership and time pressures on parents all make use of the car for school journeys appear to be a more attractive option. Increased traffic on the school run adds to peak time congestion, as well as contributing to increased pollution, risk of accident and adverse impacts on health and the environment. Traffic congestion has remained in the top five² of residents concerns for the last three years.

A corresponding rise in levels of obesity and related illnesses, such as diabetes and coronary heart disease, has accompanied rising levels of car use. In response to these concerns this strategy forms part of the boroughs framework for addressing these issues.

Our Borough – people and environment

The London Borough of Merton borders the boroughs of Wandsworth, Lambeth, Croydon, Sutton and Kingston upon Thames. The main towns in the borough are Wimbledon, Merton, Morden and Mitcham. The borough is a mix of urban and open land, with the large (SSSI) Wimbledon Common in the north.

Merton’s population is 197,700 (mid-year 2006 estimate) of this approximately 44,000 are 0-19 year olds. This figure is projected to rise to over 51,000 in the next 10 years. At the 2001 Census approximately 25% of the population was from black and minority ethnic groups, whereas around 50% of children attending Merton schools – where over 40 languages are spoken – are from these groups.

Merton remains a borough of contrasts between the affluent wards in the west (Wimbledon) and the more deprived wards in the east of the borough (Mitcham). There are many differences between these areas including average household income, level of education (number of qualifications), access to a vehicle and levels of health fitness and obesity.

¹ A Safer Journey to School: a guide to School Travel Plans (DfT)
² Annual Residents Surveys 2006, 2007 and 2008
For these reasons *Bridging the Gap* remains the overall theme for the Local Area Agreement, with the aim of lifting the opportunities for people in those areas so that they are comparable with those in the west of the borough. Provision of quality educational opportunities; removing barriers to education; the provision of travel choice, and encouragement, facilities and skills to enable more active travel for families are key in helping us address this theme.

**Education and School Journeys in Merton**

There are 43 primary schools, eight secondary schools (including two new academies), three special schools, one pupil referral unit and thirteen independent Schools. There is generally an even distribution of schools throughout the borough. However the majority of the thirteen independent schools are located in the west of the borough over three wards.

Our vision for education in Merton is simple. We want:

- all our schools to provide the highest standards of education to enable all children and young people to reach and extend their potential.
- results in all our schools, which compare with the best in London
- children and young people to enjoy learning opportunities and feel rewarded by their experiences
- all our schools to contribute to the broader wellbeing of children and families
- all Merton schools to be a positive choice for local families

We are making good progress in working towards this overall vision with standards and outcomes improving across early years settings, primary and secondary schools and with increasingly effective provision for children and young people of all abilities.

Our schools are delivering the extended services, which promote the broader wellbeing and life chances of young people and their families. We have already a wide range of maintained and voluntary aided schools and academies in the Borough and are committed to promoting further diversity and parental choice. Central to this ambition is the establishment of 6th form provision within our 11-16 schools. Sustainable school travel is also central to these aims enabling accessibility and reducing the impact that journeys for education have on our local community and local and global environment.

Journeys to school in Merton have been consistently addressed through the successful school travel plan programme since 2004, with the majority of our 68 schools engaged and making good progress in terms of modal shift from the car to more sustainable modes.

The Borough is making good progress towards the National target for 100% of schools to have school travel plans in place by the end of 2010.
Purpose of Strategy

The Education and Inspections Act defines sustainable modes of travel as those that the Local Authority considers “may improve the user’s physical well being, the environmental well-being of all or part of the LA’s area, or a combination of the two.”

This strategy has been developed in response to a statutory requirement from DCSF that places a duty on all boroughs to promote sustainable travel for journeys for education and to develop a Sustainable Modes of Travel Strategy illustrating how the Authority will develop its systems, processes and promotions to better care for and support journeys to, from and between schools.

We believe promoting walking as a mode of travel in general can confer significant benefits in environmental, social, health and economic terms. Walking has historically been undervalued and overlooked as a means of travel, despite its importance and the advantages it can confer.

School travel in particular links into many spheres of community life, and can play a significant role in improving the quality of life for the community – in terms of health, well being, access to education and training, provision of skills and development of independence - subsequently contributing to fulfilling our young peoples potential, and enabling them to safely and independently access all opportunities available to them.

This strategy sets out the Borough’s sustainable travel achievements and progress to date and builds on previous School Travel Plan Strategies to incorporate the statutory duty to promote sustainable travel to, from and between schools. It aims to provide a one stop shop for parents seeking information about access to schools in the Borough.

The Strategy takes into account and pulls together many new agendas and policy commitments including Building Schools for the Future and Primary Capital grant, and the Extended schools and 14-19 agendas. It also takes into consideration equal opportunity issues and the Disability Discrimination Acts (1995 and 2005).

Scope of strategy

This strategy applies to school travel and transport for all children, up to the age of 19 (or 21 for those with special needs), living in the Borough and travelling into the Borough to attend educational or training establishments.

It covers the period 2009 – 2012 and suggests actions that should be carried out to ensure the Borough fulfils its duties in terms of the promotion of sustainable modes of travel for journeys related to education. Its key aim is to ensure that travel and transport are not barriers to education and training, and that young people and their families have the information, skills and confidence to choose a mode of travel that is beneficial to themselves and their environment.

Note: Sections 3 and 9 provide the key details of the strategy – Vision, Objectives, Targets and Action Plan.
2.0 School Travel Policy Context

The cross cutting nature of school travel and transport means that this strategy links with many national, regional and local policies across the fields of Education, Environment, Transport and Public Health. The actions and outputs emanating from this strategy will contribute to the achievement of aims and targets in all of these policy areas.

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<thead>
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<td>School Travel Advisors / STP Strategy</td>
<td>Safer Communities Team / Met Police / PCSO's</td>
<td>Primary Care Trust (Obesity strategy)</td>
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<td>Extended Services</td>
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<td>14-19 agenda / provision</td>
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<td>Healthier Communities Strategy (2008 –2012)</td>
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<td>Primary Capital Programme</td>
<td>Pedestrian training / Independent travel training</td>
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<td>Healthy Schools</td>
<td>Planning (Local Development Framework, Planning conditions &amp; 106 agreements)</td>
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<td>Sustainable Schools</td>
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Government Legislation

There exist a number of legal requirements on local authorities with regard to travel for education. This section summarises the legal duties which partly dictate the contents of this strategy.

**Education Act 1944**

Authorities are required to provide free transport on distance grounds:
London Borough of Merton – School Travel Strategy

- For children aged 5-8 who live more than 2 miles from school
- For children aged 8-16 who live more than 3 miles from school

**Education Act 1996**
The Act requires Local Authorities to take certain factors into account when deciding whether or not it is necessary to make arrangements for a pupil’s transport. These include:
- The pupil’s age
- The nature of routes the pupil could reasonably be expected to take
- Parental wishes for the pupil to be educated at a school providing religious education in accordance with the parents’ beliefs.

**Education Act 2002**
Authorities are required to make arrangements to assist with the transport costs of those students enrolled on a full-time post-16/FE course of study, which started before they reached the age of 19.

For students with disabilities and/or learning difficulties, assistance must be provided up to the age of 21.

**The Education and Inspections Act 2006**
The Act places a duty upon Local Authorities to promote sustainable travel for the journeys to and from school, of which there are four major elements as follows:

1) **An assessment of the travel and transport needs** of children and young people

2) **An audit of the sustainable travel and transport infrastructure** within the authority that may be used when travelling to and from, or between schools and institutions (including hard infrastructure such as bus stops and bus routes, cycle parking etc., as well as softer measures including road safety training and education and cyclist training).

3) **A strategy to develop the sustainable travel and transport infrastructure** within the authority so that the transport and travel needs of children and young people are better catered for. (In force April 2007.)

4) **The promotion of sustainable travel and transport modes** on the journey to, from, and between schools and other educational institutions.

The Education and Inspections Act 2006 also includes a clause (64) that aims to reduce barriers to parents from low-income groups choosing the school they want for their children. Free transport should be provided for some of the most disadvantaged pupils to attend any of the closest three secondary schools where these schools are more than two (and less than six miles away), and for primary aged pupils to the nearest school more than two miles from their home.

**Policy Context – Transportation**
The 1998 white paper a New Deal for Transport set out its support for school travel plans and safer routes to school engineering measures – and was followed by the Travelling to School Initiative, which set out the target for all schools to have travel plans in place by 2010. Since then there has been a raft of transport legislation and policy highlighting the importance of all sectors moving towards increased use of sustainable modes of travel, with targets set in an attempt to reduce congestion and
pollution. This legislation is listed below, with more information available in the extended policy context appendix (11).

- A New Deal for Transport
- ‘Tomorrows Roads Safer for Everyone’
- Mayors Statement of Intent 2008
- Mayor of London’s Draft Transport Strategy 2009
- Merton’s Road Safety Plan 2009

Policy Context – Health

The way we travel is intimately linked to our health - both directly, as we move around less by foot as a result of car use, and indirectly, as our health can be impaired or improved by the health of the environment we live in.

Since the launch of the National Healthy Schools Programme in 1997 we have seen the launch of consecutive policies, strategies and initiatives aimed at addressing the health and lifestyles of the population in general but children in particular. These have all proposed increased physical activity, but recently there have been more direct links made with the way we travel\(^8\), and mental health as well as physical fitness.

Merton’s Local Area Agreement includes as a designated indicator NI 55 ‘Obesity among primary school age children in Reception Year’. The target is to reduce the increase in measured cases of obese children (see appendix 2). The PCT and Council also report on the following stretch target - Reduced obesity in adults – weight management for adults, and (local target) NI 8 Percentage of adults aged 16+ participating in at least 30 minutes moderate intensity sport and active recreation (including recreational walking and cycling) on three or more days a week, as measured by Sport England's Active People Survey and by resurvey in 2009.

Obesity, equality and health are key issues addressed in the full policy context section in appendices, with links made as to how this SMOTS can contribute to bridging the gap between the East and West of the borough. It is clear from the plethora of policy, legislation and academic research produced over the last ten years that the promotion and enabling of sustainable active travel can make a simple and valuable contribution to facilitating and enabling people to build exercise into their daily lives – and that the effects of these small changes can have enormous benefits on a personal, local and national level.

The following is a basic list of relevant health based policies and initiatives, again, with more detailed information and discussion contained in the appendices.

- National Healthy Schools Programme
- 2004 White Paper ‘Choosing Health: making healthier choices easier’
- ‘Be Active Be Healthy: A plan for getting the nation moving’ (February 2009)
- Merton’s Healthier Communities Strategy 2008-2012
- Merton’s Local Area Agreement

\(^8\) ‘Be Active Be Healthy: A plan for getting the nation moving’ February 2009
Policy Context – Environment

We care about the environment and have already developed a Climate Change Strategy well ahead of the 2010 deadline for local authorities to have one in place.

The appendices contains more information about how this strategy contributes to environmental improvements and links in to the strategies and policies listed below.

- Kyoto Protocol (1997)
- Climate Change Act (2008)
- ‘Decade of Education for Sustainable Development’ (UNDP 2005)
- Merton’s ‘Climate Change Strategy: the future is in our hands’ (2009 -2012).
- Merton Local Area Agreement (NI 186 – Per capita reduction in CO2 emissions)
- Air Quality Action Plan 2008

In July 2009 the DCSF released its Carbon Management Strategy for Schools Consultation Paper in acknowledgement that schools need to play their part in meeting the 80% reduction in greenhouse gases by 2050 target (Climate Change Act 2008). Schools are responsible for 15% of the country’s public sector emissions, and school travel and transport is responsible for 16% of schools emissions. It points out that although this may seem relatively small - ‘Schools do however have a special role to play (in carbon reduction), they have tremendous reach and influence, and can act as hubs for learning and change in their communities. Schools can lead by example, show casing what can be achieved and building the confidence of others to take action to reduce emissions in their own homes and work places’.9

The School Travel Programme is well placed to contribute to achievement of many of these targets for the reduction of pollution and greenhouse gases. And, as well as tackling journeys to school now - working through schools will help to change the attitudes and travel choices of future generations – leading to long term behavioural change and improvements in the health of our community and environment.

Policy Context – Children, schools and families

In 2003 the Government published ‘Every Child Matters – Change for Children’ the Government’s aim is for every child, whatever their background or their circumstances, to have the support they need to: be healthy; stay safe; enjoy and achieve; make a positive contribution; and achieve economic well-being. These five outcomes now underpin all subsequent children’s services policy and practice.

As well as the great variety of policies related to children’s and young peoples wellbeing there are a large number related to education which deal with a range of issues from curriculum to infrastructure. The main ones that link with this strategy are listed below.

- Merton’s Children and Young People Plan (2007-10)
- Merton Local Area Agreement (LAA) (2008-11)
  - LAA stretch targets
    - Healthy schools accreditation
    - Enhanced healthy schools accreditation (good or outstanding)
  - NI 117 Not in education, employment or training (16-18 year olds)
  - NI 55 Obesity in primary school age pupils in reception year
  - NI 110 Young peoples participation in positive activities
  - NI 91 Participation of 17 year olds in education or training
- Education and Inspection Act 2006 (detailed earlier)
- Home to School Travel and Transport Guidance 2006
- Healthy School Agenda
- Sustainable Schools National Framework
- Building Schools for the Future (BSF) initiative
- Primary Strategy for Change Capital programme
- Extended schools building on experience’ (DCSF 2007
- The Education and Skills Agenda (DfES 2005) (14-19 Agenda)
- Safe from Bullying: On journeys (DCSF 2009) (see page 29 for more details)

More information about any of these can be found in the appendices.

The ‘travel and transport’ doorway of the sustainable schools initiative specifies a target of 2020 for ‘all schools to be models of sustainable travel where vehicles are used only when absolutely necessary and facilities for healthier, less polluting or less dangerous modes of transport are exemplary.’ An active travel plan fulfils the requirements of this ‘doorway’ and contributes to other sustainable schools themes, (more on this in the Partnership chapter).

Policy Context – Cross cutting policies

The 2007 Joint Area Review describes the outcomes achieved by children and young people growing up in the Merton area and evaluates the way local services, taken together, contribute to their well-being. Overall outcomes for children and young people in Merton were judged as good, though in a minority of areas they were considered ‘adequate’.

In 2008 the Annual Performance Assessment (APA) assessed children and young peoples services, results for both are compared below.

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<th>JAR 2007</th>
<th>APA 2008</th>
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<tr>
<td>Being Healthy</td>
<td>Good</td>
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<td>Staying Safe</td>
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<tr>
<td>Enjoying and Achieving</td>
<td>Good</td>
<td>Adequate</td>
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<tr>
<td>Making a positive contribution</td>
<td>Good</td>
<td>Good</td>
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<tr>
<td>Achieving Economic Wellbeing</td>
<td>Adequate</td>
<td>Adequate</td>
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The school travel plans programme contributes significantly to the ECM outcomes Being Healthy, Staying Safe, and Making a Positive Contribution – as detailed on page 11. And as such can support favourable JAR and APA outcomes. Appendix 3
provides greater details of specific JAR and APA findings in relation to the STP programme.

The Borough Partnership’s **Community Plan (2009-2019)** sets out our vision which is that Merton should be ‘a great place to live and call home, where citizens take responsibility for their own lives, their neighbours and the environment’. The plan is organised around five themes, four of which the school travel plan programme is integral to, as follows:

- Sustainable Communities and Transport
- Safer and Stronger Communities
- Healthier Communities
- Children and Young People

Merton’s **Local Area Agreement 2008-2011** – ‘Bridging the Gap’ sets out the priorities that the Merton Partnership will work towards to improve outcomes for people who work, live and learn in the borough and, in particular, to ‘bridge the gap’ between the eastern and western wards in the borough. It includes various sets of performance indicators and targets by which the Partnership and Government will measure how well it is doing in delivering these outcomes.

The Partnership has recently reviewed and refreshed the Local Area Agreement (LAA) to ensure it reflects changing local needs and concerns.

The aim of LAA’s is to deliver sustainable communities through better outcomes for local people. Indicators cover a variety of issues and areas that affect quality of life of the community, ranging from health, smoking, obesity, educational achievement, employment, to household fires, social care and recycling.

LAA indicator 198 is directly related to school travel – ‘Children travelling to school – mode of travel used’. All Boroughs have to report against this indicator however Merton is not performance managed against Indicator 198. It is a local indicator and is reported on annually. As referred to in the Health Policy Context section Indicator NI55 Obesity among primary school age children in Reception Year is a designated target. The promotion and enabling of more active school journeys and the building of regular exercise into daily activities via the school travel programme will contribute greatly to achievement of this target. Other designated targets that are directly contributed to by the school travel programme include the following:

- NI 120 All age all cause mortality
- NI 186 per capita reduction of CO2

There are other targets than the programme can contribute to if the necessary schemes are put in place:

- NI 17 Perceptions of anti-social behaviour
- NI 141 Number of vulnerable people achieving independent living

This Strategy and associated work contributes, to varying degrees, to a number of locally agree indicators, and many non-designated LAA indicators, which are listed in appendix 2. These include, amongst others, indicators related to anti-social behaviour, supporting people, CO2 reduction, climate change, the local environment and community cohesion.
3.0 Vision

We will work together to provide our young people with the skills and facilities to enable safe, sustainable, active and independent journeys for education, in order to improve their health, reduce congestion and improve air quality.

Key Objectives

1. Reduce car use within the borough for the school journey, and contribute to improved levels of health and fitness amongst our young people
2. Remove barriers to education and training
3. Increase cycling and walking levels whilst reducing accident / casualty levels

Objective 1:
Reduce car use within the borough for the school journey, and contribute to improved levels of health and fitness amongst our young people

How we will achieve it:
- Supporting schools to develop and maintain active travel plans
- Promoting walking, cycling and public transport
- Linking with other health based schemes and initiatives to support and promote the Sustainable Schools concept of a ‘commitment to care’.

‘A Commitment to Care – Care for oneself, for each other (across cultures, distances and generations) and for the environment itself (far and near).’ (Sustainable Schools Framework)

Objective 2:
Remove barriers to education and training

How we will achieve it:
- Supporting SEN students
- Providing travel information to pupils and parents to assist in school choices
- Making routes to school safer
- Promote and improve facilities and services to ensure that pupils have safe routes to school
- Provide assistance (financial or training) to those pupils and families who have special requirements or needs (within the boundaries of relevant legislation)

Objective 3:
Increase cycling and walking levels whilst reducing accident / casualty levels

How we will achieve it:
- Supporting schools to deliver safety and sustainable travel education to pupils
- Providing appropriate skills training to pupils
Targets

- We aim to have STP’s in place at 97% (65 out of 67) of schools by the end of 2009
- We aim to have STP’s in place at all schools in the Borough by the end of 2010
- Modal shift targets
  - Decrease car use for the journey to school by a minimum of 1.5% per year
  - Increase cycling for the journey to school by 1% per year
  - Increase walking for the journey to school by 2% per year

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<th>Modal split targets</th>
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</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>car use</td>
</tr>
<tr>
<td>cycling</td>
</tr>
<tr>
<td>walking</td>
</tr>
</tbody>
</table>

- Increase numbers of schools accredited at each level of TfL’s STAR scheme

<table>
<thead>
<tr>
<th>Number of schools accredited</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Sustainable level</td>
</tr>
<tr>
<td>Higher Standards</td>
</tr>
<tr>
<td>Outstanding level</td>
</tr>
</tbody>
</table>

\[\text{11} \text{ Although there are 68 schools in the borough, we have 67 within our targets. One of the independent schools in the borough has another site in Wandsworth and its DCSF number is registered with Wandsworth. Hall School therefore does not count within Merton’s targets, although we will work in partnership with Wandsworth to support the school to develop a travel plan.}\]
4.0 School Travel in Merton – assessing pupils travel needs

Schools and Travel Planning

There are 68 schools in our borough, of which 13 are independent schools (including 2 independent SEN schools) and 16 are Voluntary Aided (1 SEN, 3 High schools, and 12 primaries).

There are 43 primary schools, eight secondary schools (including two new academies – St Marks and Harris Academy), three special schools and one pupil referral unit. See appendix 4 for maps of the Borough showing primary school and secondary school locations.

Work around safe and sustainable travel to school began in Merton in 2003. A school travel plan is a set of measures designed to reduce car use by encouraging sustainable and active travel and making the route to school safer for both pupils and staff. It is an evolving written document that coordinates the activities each school will be involved in to promote and facilitate safe, sustainable and active travel to their school site. Each school is responsible for producing a plan with the assistance of the School Travel Advisor – who supports by assisting with development and monitoring of the plan, the provision of guidance and by developing and coordinating various schemes and initiatives central to achieving modal shift.

The school travel plan process allows the school community to identify problems and issues in relation to travel to school, and think about what can be done to remedy these problems. The plan provides a focus to address the travel needs of the school community. In depth consultation gathers information on mode of travel, pupils’ preferred mode of travel, and barriers to using more sustainable modes. Consultation includes all key stakeholders in the school community (pupils, staff, parents and governors) and other local people with an interest, for example residents – giving a voice to all members of the school community and often contributing to positive changes in a schools surrounding environment.

Progress and situation to date

The DfT/DCSF national target is all schools to have a Travel Plan in place by 2010. The London target (set by the Mayor of London) is for all schools to have a Travel Plan in place by the end of 2009. 62 out of 67 (93%) of Merton’s Schools currently have an approved school travel plan and the Borough STA will be working with a minimum of a further three schools between September and December in order that 65 (97% of) schools should have an STP by the end of 2009.

Merton is committed to the sustainable school travel programme and ensuring that all travel plans approved remain active (i.e. reviewed annually), and continue to fulfil the function of assessing and addressing pupils travel needs.

The table below provides a borough wide picture of STP development (December 2009).
In order for travel plans to be considered ‘active’ – schools must have carried out annual reviews of their travel plan, and a full consultation and rewrite every three years. **Schools with active travel plans will be prioritised for LIP expenditure on smarter travel incentive schemes and engineering.** A number of activities and certain expenditure will only be available to schools with active travel plans. Ensuring that STP’s remain active and that schools are accredited through TfL’s accreditation scheme will become the major focus for the Borough beyond the Mayor’s 2009 target.

All remaining schools without travel plans are engaged and working towards completion of their STP by March 2010, except Hall School which is registered in Wandsworth and is not within our targets. It is therefore not included with in the figures above.

**Transport for London’s STAR Accreditation Scheme** (Sustainable Travel Accredited and Recognised), introduced in 2007, has been promoted to all schools in the Borough – and post 2009 will be a useful tool for rewarding and recognising schools efforts to promote safe and sustainable travel to their schools communities.

**Merton schools have been heavily involved in the accreditation scheme with 40 schools accredited at sustainable level in 2008. In 2009 31 schools were accredited at sustainable level and 2 schools – Aragon Primary and Cranmer Primary have been accredited at (Silver) Higher Standards level.**

---

<table>
<thead>
<tr>
<th>Type of School</th>
<th>School name</th>
<th>STP status</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA VA Primary</td>
<td>St Peter &amp; Paul RC Primary</td>
<td>Engaged</td>
</tr>
<tr>
<td>LA VA Secondary Academy</td>
<td>St Marks Church of England Academy</td>
<td>Engaged</td>
</tr>
<tr>
<td>Independent</td>
<td>Date Valley (2.5 - 11)</td>
<td>Engaged</td>
</tr>
<tr>
<td>Independent</td>
<td>Hall School (3-13)</td>
<td>Not engaged</td>
</tr>
<tr>
<td>Independent</td>
<td>Willington School (4-13 boys)</td>
<td>Engaged</td>
</tr>
<tr>
<td>Independent</td>
<td>Wimbledon High (4-18 girls)</td>
<td>Engaged</td>
</tr>
</tbody>
</table>

---

**Schools remaining with no School Travel Plan**

<table>
<thead>
<tr>
<th>Type of School</th>
<th>Total number of schools</th>
<th>Total number of STP’s approved</th>
<th>Active travel plans</th>
<th>Schools engaged / Aiming for approval by 2010</th>
<th>Not engaging</th>
<th>Accredited</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA Primary</td>
<td>43</td>
<td>42</td>
<td>34</td>
<td>1</td>
<td>-</td>
<td>28</td>
</tr>
<tr>
<td>LA Secondary</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>0</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>Academy</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>LA Special schools</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Pupil Referral Unit</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>Independent</td>
<td>12</td>
<td>9</td>
<td>6</td>
<td>3</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>Totals</td>
<td>67</td>
<td>62</td>
<td>49</td>
<td>5</td>
<td>0</td>
<td>33</td>
</tr>
</tbody>
</table>

% 100% 92.5% 72% 7.5% 0% 48.5%
Current Travel Patterns

We currently have up to date travel plan mode of travel survey data from 45 schools (34 Primary, 4 LA Secondary, 2 LA Special, 1 PRU, and 4 Independent Schools). This represents 66% of the Boroughs schools. Not all schools which have an approved travel plan are included in these calculations as it is based on iTrace (London wide travel plan monitoring system) and as a result only includes data from surveys that were carried out between 15 August 2008 and 14 August 2009.

### Current travel patterns of pupils

(iTrace report ran 14 August 2009)

<table>
<thead>
<tr>
<th></th>
<th>Primary Schools</th>
<th>Secondary Schools (LA &amp; VA)</th>
<th>Independent Schools</th>
<th>Special Schools</th>
<th>All Schools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>17.4%</td>
<td>11.8%</td>
<td>23.7%</td>
<td>6.6%</td>
<td>16.8%</td>
</tr>
<tr>
<td>Car Share (LA transport)</td>
<td>8%</td>
<td>7%</td>
<td>16.1%</td>
<td>63.9%</td>
<td>9%</td>
</tr>
<tr>
<td>Bus</td>
<td>5.4%</td>
<td>43.4%</td>
<td>7%</td>
<td>9.8%</td>
<td>13.6%</td>
</tr>
<tr>
<td>Rail</td>
<td>1.1%</td>
<td>14.8%</td>
<td>5.9%</td>
<td>0.8%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Cycle</td>
<td>3.6%</td>
<td>1.3%</td>
<td>4.1%</td>
<td>11.5%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Walk</td>
<td>62.7%</td>
<td>20.5%</td>
<td>22.4%</td>
<td>6.6%</td>
<td>49.3%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
<td>1.1%</td>
<td>20.8%</td>
<td>0.8%</td>
<td>3.7%</td>
</tr>
</tbody>
</table>

### Current travel patterns

All Schools

[Diagram showing travel modes]

Percentage of school travel which is sustainable

The Education and Inspections Act defines **sustainable modes of travel** as those that the Local Authority considers “may improve the user’s physical well being, the environmental well-being of all or part of the LA’s area, or a combination of the two.” Given that car share falls within this definition (as it has the potential to reduce the number of cars on the school journey by half – and therefore contributes to environmental well being,) we consider it a sustainable mode of travel - although, at the lower end of the sustainability hierarchy. (Which would see walking and cycling as
the most sustainable, public transport as in the middle of the hierarchy and car sharing at the bottom- the least sustainable.)

<table>
<thead>
<tr>
<th></th>
<th>Pupils</th>
<th>Staff</th>
<th>Pupils and Staff combined</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active travel</strong> - Public transport, walking and cycling</td>
<td>74.3%</td>
<td>51.2%</td>
<td>71.5%</td>
</tr>
<tr>
<td><strong>Sustainable travel</strong> - Public transport, walking and cycling, and car share.</td>
<td>83.3%</td>
<td>58.8%</td>
<td>80.4%</td>
</tr>
</tbody>
</table>

Based on these definitions - 80.4% of Merton’s pupils currently travel by sustainable modes of travel (includes car share). And, 74.3% travel by more ‘active modes’ of sustainable travel – including public transport, walking and cycling – all of which increase both the well being of the individual and the environment to varying extents.

Only 16.8% travel to school by car (without sharing with others), and 52.2% either walk or cycle to school. Almost 50% of pupils walk to school. 3.2% of pupils cycle to school, which although small is approximately 0.5% higher than average for London Boroughs, but we hope to increase this with the Bike It Scheme in the Borough.

What is interesting and surprising is that only around 1% of secondary school pupils cycle to school, compared with almost 4% of primary schools pupils who do so. The borough is working to address this through School Travel Plans and the implementation of the Bike It programme which will operate in Raynes Park High for 2009/10, as well as 5 primary schools.

Also encouraging is the fact that approximately 20% more children would like to cycle than currently do, although this gap is larger in other boroughs where more cycle promotion takes place.

**Walking** is less popular than we would hope for given the health benefits that are derived from this active form of travel. The STP programme works to promote walking through a variety of initiatives (see walking initiatives section), and the pilot Wimbledon Project also took an innovative approach to incentivising walking at two secondary schools in the borough. Other partners are also involved in promoting walking through a variety of schemes including the Healthy Walk Programme, Alive and Kicking Scheme, and the Change4Life event being held at the end of August. (See chapter 8 on area wide initiatives.)
Primary Schools – current travel patterns

A high level of walking occurs at primary level for journeys to school, with almost 63% stating that they usually walk to school. Future mapping work (detailed on page 36) will provide us with maps of each school showing pupils distance from school, which will make it easy to assess what scope there is to increase this percentage. It is likely that a larger percentage of pupils live within a walkable distance of their school.

Approximately a third of the number of pupils who walk would not choose it as their preferred method of travel.

There is a large unmet demand for cycling – with just over 30% of primary school children saying they would like to cycle to school, compared to fewer than 4% who do. This is a regular pattern for pupils attending all types of school, both in Merton and other boroughs (although is more marked at primary school), and will therefore become a focus for a lot of the work that goes on in the Borough around sustainable travel to school. Including the boroughs successful bid to be involved in the Sustrans Bike It Project from September 2009.

A small number of primary school children have switched from walking to cycling however the benefits from developing cycling skills in our young people will have wider benefits in terms of creating a cycling culture, achieving critical mass of cyclists on our roads (therefore making it a safer way to travel) and the fact that cycling enables longer journeys to be carried out sustainably (reducing pressure on the public transport system).

Only 17% of primary school children in Merton travel to school by car and approximately half this number would opt for another method of travel if they could choose.
Secondary Schools – current travel patterns

The situation in terms of car use has reversed at secondary level with approximately 12% travelling by car but with closer to 20% stating that it they could choose, car travel would be their preferred method. This could be a result of longer journeys necessitating bus travel on busy buses – this is supported by the results which show us that approximately 40% of journeys for secondary education in the borough are on the bus; only half of this number given the choice would choose bus travel as their preferred mode.

On the positive side these attitudes and preferences could mean there may be scope to shifting some of these pupils from bus travel to more active modes of travel. However, there is some work to do first in terms of changing attitudes to cycling. There are traditionally changing attitudes towards cycling between primary and secondary schools in terms of the numbers of pupils interested in cycling however with only 8% of secondary pupils stating that cycling would be their preferred mode of travel – some work urgently needs to be done to improve the image and attractiveness of cycling to this age group.

The changing attitudes between Primary and Secondary School in relation to car use (increasing in attractiveness), coupled with significant decreased interest in cycling and bus use is concerning. The transition period and secondary school pupil’s attitudes will therefore become a primary focus for work around the promotion of sustainable travel. We may need or reassess the messages that we promote around school travel and ensure that sustainability is built into all work that deals with school travel including road safety.
Special Schools – current travel patterns

Unfortunately due to the way the iTrace system (modal monitoring system) is set up (no option for LA home to school travel) and a variety of different surveys being used in the past in the boroughs SEN schools – we can not identify from iTrace the exact level of LA transport, what we can say is that most of the journeys registered as car share on this graph are actually journeys on LA transport or taxis. This is supported by the fact that the January census (2009) states that car share for special school is (6 journeys) 2.5% - compared to 78 journeys on iTrace as car share. On the Census LA transport was possibly recorded as ‘other’ as this carried (116) 47.7% of special school pupils mode of travel.

Closer working between the STA and the boroughs Research and Information Team will see development of one survey and a process that will fulfil the needs of both the STP hands up surveys and information gathering for the mode for travel question for the January Census. This will ensure that in future survey results will be more accurate for these schools.

What does become apparent from this graph is the desire of these pupils to travel independently – by bike, bus or foot. This will become a focus for our work in SEN schools – helping to ensure that where appropriate children who could travel by these means are provided the training and skills to make this happen.

Independent Schools – current travel patterns
The boroughs independent schools demonstrate a fairly low level of car travel compared to other outer London borough’s independent schools. However this is still significantly higher than LA schools – probably at least partly due to distance travelled. An indication that work is needed to promote cycling, walking and independence to these pupils is that a very similar number of those who travel by car would also prefer to travel by that mode. On the positive side there is an unmet need between the number who cycle and the number of pupils stating that they would prefer to cycle to school if they could choose (approximately 17%). (However we must remember that this data includes all independent school pupils, i.e. primary aged children as well as high school pupils).

FUTURE WORK:

Closer working between the STA and the boroughs Research and Information Team will see development of a system / one process that will fulfil the needs of both the STP hands up surveys and the research for the January Census – reducing work for schools and improving the standard of the results of both hands up and census data.
Modal Shift

Fewer children are now travelling to school by car in Merton through the implementation of School Travel Plans and the Sustainable School Travel Programme.

This modal shift data was collected at the school level via hands up surveys. Schools that have completed an approved travel plan between 2004 and 2009 and have conducted additional hands up surveys can produce modal shift results. The London borough of Merton currently has modal shift data available for 56 of its 66 schools (39 Primary, five Secondary, four Special and eight Independents). The data from these 56 schools was used to form modal shift data\[14\].

<table>
<thead>
<tr>
<th>Modal shift 2004 – 2009</th>
<th>How travel patterns are changing in Merton</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Primary Schools</td>
</tr>
<tr>
<td>Car</td>
<td>-7.68</td>
</tr>
<tr>
<td>Car Share</td>
<td>-1.23</td>
</tr>
<tr>
<td>Bus</td>
<td>0.64</td>
</tr>
<tr>
<td>Rail</td>
<td>-0.07</td>
</tr>
<tr>
<td>Cycle</td>
<td>1.81</td>
</tr>
<tr>
<td>Walk</td>
<td>5.43</td>
</tr>
<tr>
<td>Other</td>
<td>1.09</td>
</tr>
</tbody>
</table>

Car use decreased at 37 out of 56 schools whose survey data was used to compile the information above. Twenty of these schools achieved a decrease of over 10%. An impressive 38 schools out of 56 showed an increase in walking, with fourteen achieving a 10% increase or more, whilst 34 out of 56 schools showed an increase in cycling.

Appendix 5 includes information about the individual modal shift at the 56 schools included in the report and whose results contributed to the overall modal shift figures above.

---

\[14\] Report ran in iTrace 01/01/2004 – 14/08/2009
26 out of 39 Primary schools showed a decrease in car use. 21 were above the London average of −6.4% (2008 figures). 24 of the schools showed an increase in walking, 12 of which showed an increase in walking by more than 10%. The following schools have made great progress in increasing walking and cycling and reducing car use for journeys to their school.

**TOP 5 FOR CUTTING CAR USE**

<table>
<thead>
<tr>
<th>School</th>
<th>Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priory CE Primary School</td>
<td>−35%</td>
</tr>
<tr>
<td>St John Fisher RC Primary School</td>
<td>−32%</td>
</tr>
<tr>
<td>Sherwood Primary School</td>
<td>−32%</td>
</tr>
<tr>
<td>Aragon Primary School</td>
<td>−27%</td>
</tr>
<tr>
<td>West Wimbledon Primary School</td>
<td>−24%</td>
</tr>
</tbody>
</table>

**TOP 5 FOR CYCLING**

<table>
<thead>
<tr>
<th>School</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poplar Primary School</td>
<td>11%</td>
</tr>
<tr>
<td>Wimbledon Park Primary School</td>
<td>9%</td>
</tr>
<tr>
<td>All Saint's C of E Primary School</td>
<td>9%</td>
</tr>
<tr>
<td>Pelham Primary School</td>
<td>8%</td>
</tr>
<tr>
<td>Singlegate Primary School</td>
<td>6%</td>
</tr>
</tbody>
</table>

**TOP 5 FOR WALKING**

<table>
<thead>
<tr>
<th>School</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillcross Primary School</td>
<td>32%</td>
</tr>
<tr>
<td>Links Primary School</td>
<td>26%</td>
</tr>
<tr>
<td>Wimbledon Chase Primary School</td>
<td>23%</td>
</tr>
<tr>
<td>Priory CE Primary School</td>
<td>19%</td>
</tr>
<tr>
<td>Liberty School</td>
<td>15%</td>
</tr>
</tbody>
</table>
Secondary Schools Modal Shift

Three of the five secondary schools whose results contributed to this modal shift report reduced car use to the school site, **Harris Academy** (-3.5%), **Ricards Lodge High School** (-5.85) and **Raynes Park High** (-9%). Harris Academy also recorded a 9.5% increase in walking to school.

![Secondary schools pupil modal shift 2004-2009](image)

Special Schools Modal Shift

Three Special Educational Needs schools provided modal shift data. An overall decrease of 20% car use was recorded for the three schools. **Melrose Special School** achieved a 41% decrease in car use and an impressive 31% increase in cycling. **St Ann’s Special School** reported a 21.5% decrease in car use with a 48.6% increase in 'car sharing' – however in this case due to confused hands up survey sheets car share could mean LA transport or taxi. This is something we will seek to clarify for future years.

![Special schools pupil modal shift 2004-2009](image)
Independent Schools Modal Shift

Of the eight independent schools, seven showed an increase in walking and there was an even split with regard to car use – four schools showing an increase and four a decrease.

Of the four independent schools showing a decrease in car use, three had a decrease of 20% or more - **Blossom House Independent Special (20%)**, **Study Independent School (21%)** and **Ursuline Prep Independent School (27%)**

This modal shift information will help guide the school travel plan programme in terms of focussed work with individual schools and different types of school, and in initiating schemes and focusing resources in ways that can effectively shift pupils towards more sustainable and active forms of travel.
Perception of Safety on the Journey to School

How safe pupils feel on their journey to school can in some cases be a key factor as to what mode of travel is used, and in all cases can affect they way pupils feel about these modes of transport and their journey.

In the November 2007 TellUs2 Children’s and Young peoples survey when asked what would do the most to make their area a better place for them to live, 50% of pupils surveyed in Merton stated ‘safer roads’ (compared to 35% nationally) and 56% of pupils stated that ‘safer area and less crime’ (compared to 40% nationally).

This survey also provided us with the following data around bullying and safety:

<table>
<thead>
<tr>
<th>Which of the following things do you worry about most (if any)?</th>
<th>Merton</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bullying</td>
<td>36%</td>
<td>25%</td>
</tr>
<tr>
<td>Being Healthy</td>
<td>33%</td>
<td>32%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How safe or unsafe from being hurt by other people do you feel?</th>
<th>Merton</th>
<th>Nationally</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very / quite safe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Around the local area</td>
<td>67%</td>
<td>74%</td>
</tr>
<tr>
<td>On public transport</td>
<td>70%</td>
<td>68%</td>
</tr>
<tr>
<td>Going to and from school</td>
<td>83%</td>
<td>85%</td>
</tr>
<tr>
<td>In School</td>
<td>88%</td>
<td>85%</td>
</tr>
<tr>
<td>A bit / very unsafe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Around the local area</td>
<td>31%</td>
<td>25%</td>
</tr>
<tr>
<td>On public transport</td>
<td>28%</td>
<td>27%</td>
</tr>
<tr>
<td>Going to and from school</td>
<td>14%</td>
<td>13%</td>
</tr>
<tr>
<td>In School</td>
<td>12%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Despite feeling less safe ‘around the local area’ than the national average, levels of safety perceived by Merton pupils on public transport and on the journey to and from school are in line with national figures. Happily, pupils in Merton feel safer in school than the national average.

Although we have access to this useful borough wide information, STP’s take into account all issues to do with safety on the journey to school including personal safety and bullying, on a school by school basis.

STP consultation surveys currently used include some questions about safety. The joint pupil / parent survey questionnaire asks ‘how safe is your journey? And asks pupils to tell us what this assessment is based upon, offering the following options – “Stranger danger; Bullying; Street Cleanliness; Poor infrastructure - poor paving, bad crossing, alleyways; Traffic levels; or, other.”

All surveys include the following questions:
- What improvements would you like to see made on your journey to school?
- How busy is the traffic outside school?
- Do you think there is a problem with parked cars outside your school?
- Other comments relating to travel and your journey to school? (With the prompt – ‘please include all road names where applicable, so that specific problems can be further investigated’).
We will develop the STP consultation questionnaires to ensure we ask questions that provide us with comprehensive feedback about pupil’s perception of safety and safety issues to ensure that all elements are covered including specific questions about bullying and the journey to school, and areas where they feel unsafe. We will also work with the Met Police (PCSO’s) to introduce a new consultation method - Environmental Visual Audits (EVA’s) which have been successfully carried out in Newham for some time and involves pupils carrying out an assessment of their route to school / area around their school – using a variety of media to identify issues and problems, and areas where they feel unsafe.

Information derived from STP consultation (regarding problems, issues and barriers) feeds into schools travel plans, which have been previously used as the basis for LIP bids for funding from TfL, (and in future will be used to guide LIP allocations), to enable the implementation of appropriate engineering measures to increase safety on routes to school, and other (soft) schemes to improve pupils confidence and feelings (perception) of safety.

The development of schools travel plans (in line with the DCSF’s Safe From Bullying: On journeys (April 2009)) could see behaviour or anti-bullying policies incorporated into each travel plan, and use STP’s as tools to involve young people in developing guidelines for safer travel (Home to School Code of Conduct).

**FUTURE WORK:**
Redevelopment of STP surveys for pupils, parents and staff to ensure inclusion of questions which illicit the full range of information about safety and bullying on school journeys.

Consideration of how STP’s can best be utilised as part of a schools anti-bullying policy armoury – and how to include pupils in this.

Further work could take place to include a further question, either in the paper surveys or as an annual hands-up survey question, which will assess general perception of safety, in terms of both road safety and personal safety, providing pupils (via hands-up surveys), parents and staff (paper surveys) with the opportunity to let us know how safe they feel on the journey to school. Despite this is a difficult qualitative factor to assess, it is clear that feelings of safety are often key deciding factors in mode choice for certain journeys, as well as being linked to a number of LAA indicators.
Barriers to the Uptake of Sustainable Travel

Although travel choice is often complex, reasons for car use and children not being allowed to travel by the mode they would prefer generally fall into one of the following categories:

- Personal preference or habit
- Safety concerns (real or perceived)
- Physical barriers (lack of public transport, crossings, cycle facilities etc)
- Lack of time (real or perceived)
- Personal arrangements requiring multiple drop-off or onward journeys to work etc.

As mentioned above, School Travel Plan consultation at the school level asks the school community to assess what the barriers are to the uptake of sustainable travel modes. Surveys for pupils, parents and staff are designed to draw out perceived problems about travel to school, and find out what would make sustainable travel a more favoured choice. A section in each travel plan entitled ‘travel issues at our school’ generally includes a list of very specific problems with local roads, infrastructure, and pedestrian and cyclist access to the school.

In addition, parents are asked why they have chosen to travel the way they do. These responses give us insight into the travel choices of our school communities – and help us assess the barriers to more sustainable travel.

At the Local Authority level - problems, issues and barriers identified in STP’s are compiled each year into a list (barrier report) which is then ranked based on the number of times that an issue is highlighted by school communities as a barrier to sustainable travel.

This contributes to prioritising expenditure, and is used to guide school travel activities / scheme development, including STP engineering works (and inform other engineering works in the area), incentive schemes, awareness campaigns and partnership working that might be used to remedy the identified problems.

2009 barrier report summary:

- Issues related to roads and traffic were the most commonly identified issues and barriers to sustainable travel. (Five barrier categories related to roads were all in the top fifteen (out of 25) most commonly identified as barriers to walking and cycling (including congestion, traffic speed, signage, unsafe crossings and issues around zigzag and parking issues))

- Four out of the five barrier categories related to cycling were all in the top twenty most commonly identified barrier categories. (These include lack of cycle storage and facilities, lack of or issues with cycle routes and lanes, lack of time, space and equipment for training, and lack of training)

- Issues related to public transport were the least commonly identified barriers to sustainable travel to school in the borough. (Four categories related to public transport are within the bottom six out of the 25 categories.)
The top five, most commonly identified barriers in 2008/2009 school travel plans (and STP reviews) were as follows:

<table>
<thead>
<tr>
<th>Area</th>
<th>Issue / barrier category</th>
<th>No. of times issue raised</th>
<th>No. of schools who raised a related issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>roads</td>
<td>Zig Zags / stopping &amp; dropping / dangerous parking</td>
<td>27</td>
<td>24</td>
</tr>
<tr>
<td>roads</td>
<td>Unsafe crossing places</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td>cycling</td>
<td>Lack of cycle storage</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>cycling</td>
<td>Cycle lanes / routes (lack of or issues with)</td>
<td>15</td>
<td>14</td>
</tr>
<tr>
<td>perceived personal safety / walking</td>
<td>Lighting</td>
<td>12</td>
<td>12</td>
</tr>
</tbody>
</table>

In the face of a considerable amount of STP engineering work that has already taken place around schools and large number of cycle storage facilities that have been installed through the Mayors Cycle facilities scheme (see chapter 5 for more details) – it seems there remains work to be done to facilitate and enable safer sustainable travel to schools in the borough, and also to address perceptions of safety in relation to sustainable forms of travel.

This barrier report system does at present primarily identify the requirement of hard measures such as engineering and facilities – however we will work to ensure that the requirement of soft measures is in future included in annual barrier reports.

**Distance of Journeys to School**

The distance between pupils’ homes and school is a key factor in choosing the mode of travel used to journey to and from school. It is also essential information to identify the transport needs of children and young people.

Approximately 90% of primary school children live in Merton compared with 75% in the secondary phase. At the end of the primary phase, approximately a third of pupils go to neighbouring boroughs for their education\(^{15}\), (many of whom are higher achievers), automatically necessitating longer journeys for a third of our secondary aged pupils.

Using postcode data collected from schools through the Schools Census, we can work out distances which pupils in Merton travel to and from their school site.

This information will take some time to collate for all pupils, and will hopefully be carried out externally through work supported by the Transport for London School Travel Team. Merton will benefit from the mapping of schools and pupils in a number of ways, including assisting with the setting of modal shift targets, targeting behaviour change campaigns effectively, and providing schools with a new focus for addressing travel at their school.

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\(^{15}\) Joint Area Review 2007, page 3, paragraph 9
**Home to School Travel Support**

Merton is committed to ensuring that travel to school is not a barrier to education and training for all pupils. In line with this desire Merton’s Home to School Travel policy explains the assistance that may be available to support a Merton resident child’s access to school and covers a range of areas including entitlement and type of support available.

The Mayor of London’s concession for all young people in full time education or work based learning schemes up to the age of 18 (up to 21 for those with SEN) means that most journeys by pupils are now provided free through the ZIP Oyster system. However, we will consider applications for free school travel up to and including Year 11 where the nearest available school is outside of a reasonable travel distance or time, or for low income families under other specific circumstances. The criteria which must be met to qualify for help with payments of fares to school is contained in the Home to School Travel Assistance Policy and other information can be found on the Councils website. If you want to talk to someone about this please contact the Admissions team - telephone: 020 8274 4906 or email: admissions@merton.gov.uk

**SEN Pupils and Travel**

The majority of Merton pupils with a statement of special educational need do not receive or require travel assistance from the council, so long as their school is within walking distance of their home. They make their way to school, either independently or with friends or accompanied by their parent / carer or a parent / carer of other pupils attending the same school. We seek to meet the needs of SEN pupils in a mainstream school / college where possible, thereby reducing the need to travel further, and making it more likely that more active sustainable modes of travel can be used – improving independence, road safety, social and life skills.

The level of need for assistance with travel to school is assessed as part of a formal assessment process. This is carried out by the SEN Team at the Council, with input from parents.

The Council recognises that some pupils with SEN will require assistance with travel due to the nature of their needs, whether or not they live within the statutory walking distance of their school. The Council will normally provide free travel to school or support in one of the ways detailed below.

**Reimbursement of parental / carer travel costs**

After consultation with parents / carers if a child with a statement of special educational needs cannot walk to school, then the parent / carer will be asked to consider how they might be able to support the child in travelling to school either in the capacity of escort or driver of their own car, depending on the most cost effective approach to the journey. Parents will then also be reimbursed in accordance with the arrangements in the Standard for Home to School Travel for Pupils with Statements of Special Educational Needs.

*In some special circumstances it may be possible for a mutually agreed financial package to come into place that enables the parent / carer to take full responsibility for travel arrangements and enables the Council to achieve a cost effective support solution.*
Local Authority Buses and Taxis
The borough has 20 minibuses, operating on Merton in house SEN routes 11 of which are wheelchair accessible. In total, 171 children / students (between 5 and 21 years old) currently travel to school on the Borough’s SEN buses.

Either one or two escorts travel on each bus or taxi to ensure health and safety of pupils. Training is provided to escorts where a medical condition would indicate it. We have approximately 100 escorts. Escorts either travel to the depot or are collected on route to avoid the creation of extra or extended journeys.

SEN route planning
Every year in August / September, the SEN transport team carries out a journey planning process using a traffic and route planning package to ensure that all statemented SEN children are catered for in the most efficient manner. Reassessment of routes is also done on an ad hoc basis throughout the year. The process results in route rationalisation and cost saving, and helps reduce the number of journeys made by local authority transport to get these children to school.

Independent Travel Training
In 2007 the borough’s Road Safety Unit were involved in development of an award winning Independent travel training programme – ‘Where I want to be’ - and accompanying DVD for special needs and disabled adults. This work was taken on by social services who employed two trainers in November 2007 to run a three-stage programme (for those aged 18 or more), beginning with Awareness for Pedestrians and moving on to Safe Travel. Anyone who gets through these successfully may be eligible for the next stage, which is Independent Travel.

Independent travel training is discussed and planned with young people at their annual reviews if one of the objectives in the statement is independent travel. Also if the local authority provides transport to and from school, the possible move to independent travel will be reviewed and assessed. Merton’s special schools do provide travel-training programmes for individual young people as appropriate.

Young people with a disability who attend Merton Learning Disability day services, may be offered travel training from the day service staff. This training would be to learn specific routes, for example home to the centre or to a work placement. Training is done on an individual basis and follows a risk assessment and liaison with the individual’s carers.

We recognise how developing independence skills strongly benefits many areas of pupils’ lives. Independent travel training can reduce the amount of CO2 produced both now, as a result of fewer LA-contracted bus journeys, and later in life, as these individuals are provided with the skills and experience to enable independent travel – contributing to social inclusion and removing barriers to access to many activities and services.

For information about living independently and travel training, please see the council’s website, which includes video clips of the training programme ‘Where I want to be’.
A copy of the SEN transport policy and application form can also be found on the Councils website.

For general information regarding travel assistance please contact the SEN Team Manager on 0208 545 4811.

**FUTURE WORK:**

Regular liaison between the STA and the SEN Team Manager to ensure the formal assessment process to assess pupils level of needs for travel is (within reason, legal boundaries and the best interests of the child and their family) weighted towards, where ever appropriate, supporting and providing skills and training to enable independence and active travel.

Consider development of a walking escort scheme to enable pupils who are able and live within walking distance of their school to benefit from walking to and from school.

**Post 16 Travel for Education**

The creation of four new 6th forms in the Borough will support the 14-19 Agenda by providing 21st century buildings (through BSFF and other funding such as extended schools funding) to enable the provision of relevant educational options to our young people.

This will help to provide places where there is demand, providing real choices for parents and pupils within the Borough – therefore reducing the percentage of pupils who currently travel out of borough at 16 and therefore reducing the distance our young people have to travel for the education they require.

The Mayor’s concession for those pupils / young people in full time education or work based learning scheme up to the age of 18 (up to 21 for those with SEN) means that most journeys for this age group are now provided free through the ZIP Oyster system.

In exceptional circumstances, financial assistance is available from Merton Council to go towards transport costs to a state maintained secondary school, or other post 16 education or training course. Please note that in addition to other criteria financial assistance is only available to students with a household (parental) income of less than £25,521, and who have applied for, but been declined the central Government Education Maintenance Allowance, or the Adult Learning Grant.

For information and ‘post 16 transport grant’ application form go to the Councils Website. Or request a copy from Merton Link by calling 020 8274 4901, or visiting the Merton Link at London Borough of Merton, Civic Centre, London Road, Morden SM4 5DX.
14-19 Agenda – new patterns of education and travel

From 2009 three diplomas will be in the borough running - Business, admin and finance; Creative and Media; and Society Health and Development. Five schools / colleges will be involved.

<table>
<thead>
<tr>
<th>2009 Diplomas</th>
<th>Institutions involved</th>
<th>Projected pupil numbers:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business, Admin &amp; Finance</td>
<td>Ursuline RC High Merton College</td>
<td>30 (post 16)</td>
</tr>
<tr>
<td>Creative and Media</td>
<td>Ricards Lodge High Bishopsford</td>
<td>30 (at KS4)</td>
</tr>
<tr>
<td>Society, Health and Development</td>
<td>Ursuline RC High Merton College Raynes Park High</td>
<td>20 (at KS4) 25 at Post 16</td>
</tr>
</tbody>
</table>

In 2009 students are generally to be based at home institutions with some occasional movement. It is likely that more movement of students will occur in 2010. For example, in Creative and Media, students will go to Merton College every other Thursday, however as this is a whole day at the College – it will not necessitate extra journeys only different routes. It is the intention of the 14-19 Diploma to ensure that movement to non home schools for teaching will be for whole days in order to avoid generating extra journeys.

The creation of four new 6th forms in the Borough will support the 14-19 Agenda by providing 21st century buildings (through BSFF) to enable the provision of relevant educational options to our young people within the local area, and contribute to reduced necessity to travel.

Travel and transport for pupils taking part in these Diplomas is a key consideration for the 14-19 Partnership.

Any changes in travel patterns will have to be captured and recorded in some way, possibly via school travel plans. Survey templates will need to be adapted for secondary school pupils in order to ensure that we can record, and address if necessary, any changes in travel patterns.

FUTURE WORK:

The School Travel Team will liaise with the 14-19 Team in order to ensure that where appropriate any extra journeys are as active and sustainable as possible, and consider how to best support pupils to travel by more active and sustainable modes. This could include the following:

- Promotion of the Zip Oyster card to enable pupils to travel free on public transport
- The promotion and provision of cycle training
- The provision of personalised travel support for pupils who are taking part in the new range of Diplomas, to discuss their travel options if they are required to travel to other sites/ institutions
5.0 Audit of Sustainable Travel Infrastructure

Summary Introduction

This section of the strategy provides a summary of the infrastructure in place to support safe and sustainable journeys to Merton’s schools.

The Council has already mapped some of the infrastructure that the DCSF recommends as part of the development of this strategy and the assessment of pupils travel needs (DCSF School Travel and Transport Guidance 2007). This includes:

- Schools
- Bus routes
- Controlled crossing locations
- 20 mph zones
- Traffic calming/ traffic restrictions (including speed cushions, width restrictions and raised pedestrian crossings)

Some of these can be seen in the appendices.

The borough is in the process of mapping other infrastructure including bus stops and cycling routes with a view to preparing individual sustainable travel maps for schools in the borough. These will be made available to parents via the LA and schools websites.

Public Transport

Local public transport routes which serve individual schools are recorded in each school’s travel plan, along with the distance of the nearest train stations to the school, maps of local roads, and the local area showing train stations and bus routes.

School travel plans also work to ensure that public transport fits with the needs of their school’s communities. Consultation work identifies any issues with public transport, and this information previously fed into the boroughs ‘Schools, Transport and Community Group’ meetings. The group used to meet four times a year to help improve links between public transport operators, school and the local community. The previous school travel advisor chaired these meetings. They have helped to add additional buses to routes where over crowding was been an issue. They have also helped to identify ‘behaviour hotspots’ resulting in additional policing in those areas.

Train, Tube, Tram and Bus

Levels of public transport accessibility in South London and Merton are generally good, with two centres of high public transport accessibility around Wimbledon and Morden. (See the Public Transport Accessibility Level (PTAL) map below). Most of the region falls within a 45-minute journey time. Wimbledon has a substantial catchment area extending from Croydon in the east (largely due to the Tramlink connection) and Kingston in the west.
A mainline rail service crosses the Borough in the west, with radial lines converging from the southwest (from New Malden, Motspur Park and Epsom) at Raynes Park station, and continuing via Wimbledon Station towards London Waterloo. Also converging at Wimbledon is a line to Tooting and Streatham, which runs along the north of the Borough, and the First line (running from the south of the Borough (from Sutton and St Helier). The District and Northern Underground lines run into the Borough, terminating at Wimbledon and Morden Stations respectively.

Accessibility to the rail network in the Borough is good, with few residential neighbourhoods being more than 1km (0.6 mile) from a railway station. Services can be variable in quality (for example, the First and South Central services are less frequent than the mainline services) although this has improved over recent years. Mitcham town centre was until recently very poorly served by rail, until the opening of the new Mitcham Eastfields Station.

Mitcham Eastfields Station has been operational for a year, providing 10,000 local residents with a faster and more direct route to central London as well as access to Surrey countryside and the English south coast. The Council secured £300,000 match funding for improving pedestrian and cycling access from the station to Mitcham Town Centre - Laburnum Road Home Zone and St Marks Road Pedestrian Enhancement Scheme.

The Chelsea-Hackney line is a safeguarded route for an underground railway running from south-west London to north-east London. During the early 2000's the plan was developed by Cross London Rail Links Ltd., the developers of Crossrail [1], and the line is therefore sometimes known as Crossrail 2.
The Chelsea-Hackney proposal is included within the UDP (Proposal Number 6T) and additional areas of land adjacent to the existing district line route have been safeguarded to facilitate the proposals. It is considered to be a medium - long term proposal, and other major rail projects are currently seen as a priority, including Crossrail (1), East London Line Extension and the Thameslink Programme.

The Wimbledon to Croydon Tram service provides a good cross-Borough service. Tramlink routes focus on the centre of Croydon from Wimbledon, Beckenham and New Addington.

While local travel by public transport in the south sub-region is dominated by bus, an exception is the Croydon Tramlink, which provides a high-density service and in-bound access to Wimbledon and Beckenham.

The Tramlink has the following stops in Merton:
- Wimbledon;
- Dundonald Road;
- Merton Park;
- Morden Road;
- Phipps Bridge;
- Belgrave Walk;
- Mitcham; and
- Mitcham Junction.

For lots of useful information on public transport in Merton, and London more generally, look online at TfL’s website.

A South West London area bus map can be downloaded and printed from the TfL website. Also available are individual bus route maps for the Merton area.

TfL has two online tools which can make new journeys much easier to plan, or help you find a new way to do a regular journey. The journey planner suggests a selection of different routes using various combinations of sustainable travel modes. A new interactive map can also be found on the TfL website which links tube and rail stations in London with information about train times, bus connections, station access, local area maps and other useful information when making travel choices.

**Walking and Cycling Routes**

The London Borough of Merton is committed to encouraging walking and cycling, and is keen to maintain and develop walking and cycle routes both on and off street that are user friendly, clearly signed and form useful links to the existing London Cycle Network (LCN+) and Merton’s town centres.

Working with Transport for London’s (TfL) Cycling Centre of Excellence and the London Cycle Network Team based at Camden, it is the responsibility of the Traffic Management Team to develop and design new routes as well as maintaining and improving existing facilities for cyclists within the London Borough of Merton. Recent developments linked to the LCN+ have included North Road, Western Road,
Bishopsford Road (cycle track and new bridge over the River Wandle), Green Lane and upgrade of Wandle Trail including signing.

There is real potential for increasing cycling in London. Half of all trips made in London are less than two miles and are easily within cycling distance. The level of cycling in London is relatively low compared with many other European cities. There are many reasons why people do not cycle including; hostile traffic conditions; fear of traffic accidents and pollution; unsuitable road design; and a lack of secure parking. The boroughs LIP and UDP work to address the barriers, containing measures to continue improving conditions for walkers and cyclists in order to ensure that we meet the Mayor’s targets for increasing walking and cycling in the capital.

The development of the Cycle Super Highways project will see a set of 12 radial routes that will provide a safe, fast, continuous and comfortable way of getting from Outer London into central London. Route 7 will link Colliers Wood to central London and should be operational by May 2010. When fully operational the route will be 14.2 km long. The development and promotion of the route will seek to include local businesses and potentially at least two local schools. Merton Council has negotiated an extension to the route to the western end of Merantun Way which should be completed by 2012.

A map of LCN+ routes in the borough can be found on line.

The London Local Cycling Guide, Areas 10, shows Merton and neighboring boroughs signed, segregated and shared cycle routes, these can be ordered from London Cycle Campaign and TfL.

School Travel Engineering Schemes

The borough has had a successful STP (previously Safer Routes to School) engineering programme in place since 2003/04. Over the years the programme has utilised funding from the Government Office for London and then TfL, and has covered work at and around 23 schools.

Since 2004 this work has been linked to school travel plans whereby the plan and consultation outcomes guide engineering measures around schools following meetings between the school travel advisor and traffic engineers. The work carried out is detail in appendix 6.

Typical measures include traffic speed reduction features (speed tables and cushions), improved crossings, and parking restrictions and enforcement. Some schemes are implemented in conjunction with 20mph schemes/ Local Safety Schemes.

School Crossing Patrols

We believe that the provision of school crossing patrols in select and specific positions is important. However only at locations where a formal crossing is not possible will the site be approved as a School Crossing Patrol site. The Road Safety Unit carry out site inspections, risk assessments and deals with all issues relating to the service.
We have eight School Crossing Patrols or ‘Lollipops’ as they are affectionately known, based at various approved school sites in the borough. These will be mapped for inclusion in individual schools sustainable travel maps.

Abbotsbury road  Morden
Central road  Morden
Middleton road  Morden
Tudor drive  Morden
Lower Morden lane  Morden
Queens road  Wimbledon
Haydons road  Morden
Dundonald road  Morden

Speed and Accident Reduction

Traffic Calming Measures

Speed is a significant factor in about one third of road accidents in the United Kingdom. This is particularly so in urban areas, where speeding vehicles can adversely affect the quality of life of many communities.

Research has shown that the risk of a child being involved in an accident has reduced by about two thirds where 20mph zones and speed limits have been installed.

Traffic calming measures are one of the ways to reduce the speed of traffic. There are areas in the Borough where we have introduced traffic calming measures, such as speed cushions and raised entry treatments, and a 20mph speed limit to reduce the speed and volume of traffic.

As previously mentioned 23 (23 total including those with wigwag lights) schools currently have engineering measures in place resulting from involvement in the STP programme (previously Safer Routes to School (SRtS)). However a greater number than this have traffic calming in place through other schemes including 20mph zones and Local Safety Scheme’s.

Please see the boroughs website for more information about the variety of traffic calming measures that have been implemented in the borough to promote safer journeys. Streets with traffic calming can also be viewed on a map on the boroughs website.

If you think new traffic calming measures are needed somewhere in the Borough, contact us (esenquiries@merton.gov.uk). As part of our borough wide responsibilities to reduce road casualties (see section on local safety schemes below) we investigate requests for measures which usually includes collecting data on the speed and flow of traffic, the frequency of accidents and the number of vulnerable road users (such as schoolchildren) to decide if new traffic calming measures are necessary. School Travel Plan engineering schemes are not assessed on casualty reduction. The primary objective of schemes funded by STP work is to reduce the perception of danger which can be a significant barrier to walking and cycling trips being made.
20mph Zones

We are gradually introducing new 20mph limits and zones across certain parts of the borough as part of the 20’s Plenty scheme. Our 20’s plenty message is just one way we are trying to persuade motorists to keep to 20mph in areas where there are likely to be vulnerable road users such as school children and the elderly.

Currently there are thirteen 20mph Zones in the Borough and eleven 20mph speed limit areas at the following places:

<table>
<thead>
<tr>
<th>20 mph zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newminster Road Area</td>
</tr>
<tr>
<td>Bodnant Gardens Area</td>
</tr>
<tr>
<td>North Mitcham area</td>
</tr>
<tr>
<td>Ridgeway place area</td>
</tr>
<tr>
<td>Eastfields Area</td>
</tr>
<tr>
<td>Lake Road area</td>
</tr>
<tr>
<td>Lavender Avenue Area</td>
</tr>
</tbody>
</table>

For a 20mph zone, traffic calming features in the form of road humps; speed cushions; road closures; one way systems; pedestrian refuge islands and road narrowings would have to be introduced at the appropriate distance to achieve a legal and self-enforceable zone.

<table>
<thead>
<tr>
<th>20 mph speed limit areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quicks Road area*</td>
</tr>
<tr>
<td>Trinity Road*</td>
</tr>
<tr>
<td>Merton Park Road area*</td>
</tr>
<tr>
<td>Melrose Avenue area*</td>
</tr>
<tr>
<td>West Barnes Area*</td>
</tr>
<tr>
<td>Edgehill Area</td>
</tr>
</tbody>
</table>

A 20mph limit does not require any traffic calming features as part of the legal requirements except for the introduction of the appropriate signs and road markings which will be located at all the entry points into the area.

These are all mapped and can be seen on the Council website, or in Appendix 7.

20mph Schemes to be introduced

We are aiming to introduce more ‘20’s plenty’ schemes in the following year which could include:

- Monkeleigh Road Area (limit)
- Canon Hill Lane Area (limit)

Local Safety Schemes

If a specific junction, route or area has a poor safety record we investigate remedial engineering to reduce the number of accidents. Depending on the road safety problems in the area, we may make changes to the road layout, install traffic calming measures or simply improve the road markings or signage.
‘School Keep Clear’ Markings
The majority of schools in the Borough have at least one set of mandatory ‘School Keep Clear’ markings on the road outside the school entrance, which are enforced by civil enforcement officers.

These are renewed as and when the schools flags up the necessity for this action through its school travel plan, funding permitting.

However, during 2009/10 we undertook a comprehensive review of School Keep Clear markings across all schools in the borough which are in the process of implementation. The review was necessary to bring the markings up to date from a legal point of view and to respond to requests for changes set out in many School Travel Plans.

As a result all School Zig Zag Entrance markings will have:

- up to date road signs
- remarked or renewed Zig Zag road markings where required
- the ability to be enforced by the borough’s parking enforcement officers
Training, Education, Awareness Raising and Behaviour Change Initiatives

STP Conferences

On 27th April 2009 37 school travel plan coordinators / champions attended (including teachers, teaching assistants, deputy heads, governors and parents), from 33 schools. Topics covered included – Accreditation, WoW, the benefits of travel planning (health and environment), promotion of Bike It! and TfL’s Cycling conference, as well as a presentation from Aragon School about WoW. This was seen as a good way for the new STA to introduce herself to the boroughs schools; promote schemes and activities and to allow networking of schools representatives and sharing of good practice.

An evaluation of the event identified the following:

- 100% said the conference had increase their confidence to move forward with their STP and help them effectively promote active travel as part of a healthy lifestyle
- 93% said the presentations covered all information required to enable them to rewrite their STP review or rewrite

This is intended to be an annual event; and consideration is being made this year as to whether STP review / rewrite workshops can be incorporated into the day.

Road Safety and Personal Safety

Road safety has and will continue to be one of the main objectives for the council, as outlined in our Local Implementation Plan for Transport 2005-9.

We are committed to casualty reduction and to continuing to exceed the National and London targets for 2010. This can only be achieved through a co-ordinated approach combining the three cornerstones of casualty reduction: engineering, enforcement and education. While our engineering schemes (such as traffic calming measures) aim to make the roads safer, our education, publicity and training schemes aim to influence the behaviour of road users – ensuring that journeys to school are not only sustainable but that they are as safe as possible.

Road Safety and Child Casualties

In 2006, the Mayor adopted road safety targets for London, to be achieved by 2010. These included a 60% reduction in children (under 16 years old) killed and seriously injured, and a 25% reduction in slight injuries.
Merton continues to show a steady trend towards meet the Mayors 2010 child KSI target of 8 child KSI. Merton has bettered this with the 2008 reduction of 2 KSI's which is 90% below the target figure.

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of children KSI (0-15yrs)</th>
<th>No fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2</td>
<td>No fatalities</td>
</tr>
<tr>
<td>2007</td>
<td>1</td>
<td>No fatalities</td>
</tr>
<tr>
<td>2006</td>
<td>15</td>
<td>No fatalities</td>
</tr>
<tr>
<td>2005</td>
<td>5</td>
<td>No fatalities</td>
</tr>
<tr>
<td>2004</td>
<td>9</td>
<td>No fatalities</td>
</tr>
<tr>
<td>2003</td>
<td>14</td>
<td>No fatalities</td>
</tr>
</tbody>
</table>

For more information on casualty statistics and targets please see the Road Safety Plan on the Council’s website.

**Casualties involving cyclists**

During 2009/10 the Council undertook a borough wide review of cycle accidents across the borough and also examined the incidence of child cycle casualties. We look at the last three years accident record to ensure we use the latest relevant period of data.

As a result we will be developing targeted accident remedial schemes for the highest cycle accident sites (also taking into account the overall total accidents for the location). Detailed design drawings will be prepared for six sites in the borough following which the Council will bid for funding to introduce the schemes to make the roads safer for cyclists and other road users.

**Road Safety Education and Training**

There are two full time Road Safety Officers and one manager working on the Boroughs road safety education programme. Supported by two part-time term time only Child Pedestrian Co-ordinators.

We encourage children to learn about road safety from an early age. We operate three road safety pedestrian training schemes in the borough – Kerbcraft training (working with years 1 and 2), Walk Safer Scheme (Year 4 pupils) and Junior Road Safety Engineer (JRSE) Workshops (for Year 6 pupils).

Kerbcraft training – This is part of our Stay Safe programme for years one and two. Between 2006 and 2009 we have provided training for 20 primary schools and 1,200 year 1 and 2 children.

Walk Safer was piloted in 2008 and ran in six primary schools in 2008/09 resulting in approx 360 children trained.

Between October 2007 and March 2009 the Road Safety Unit ran a pedestrian skills training project for special needs children, working with Blossom House School (Independent SEN), West Wimbledon Primary (SEN unit), Cricket Green Special School, St Anne’s and The Station Unit at Wimbledon Chase. This project utilized DfT funding and received a prestigious Prince Michael Road Safety Award. Although there
is no longer any funding for this work, ‘Walk and Stay Safe’ books were developed as part of the project to support curriculum work.

Theatre in Education for Road Safety

Theatre in Education is a well established method of passing on road safety messages and stimulating thought around all travel issues to a range of age groups in the borough. We have historically received road safety TiE performances funded by Transport for London, for example:

‘The Price’ shown to year 7 secondary pupils dealing with transition and the responsibility of independent travel, and ‘Wasted’ shown to Year 9 pupils which deals with drug driving.

‘Arrive Alive’ was created in partnership with the Polka Theatre. It is a bespoke interactive performance for Year 6 pupils addressing the issues of transition and independent travel. This project spans two academic years and has had 80 performances reaching approx 4,800 children.

During 2008/09 we worked in partnership with the Polka Theatre to produce a Merton based interactive production called ‘Around the Corner’ for key stage 1 pupils. This play has been performed at 40 schools to approx 2,400 children. An adapted version incorporating climate change and sustainable travel messages will be performed at another 40 primary schools during 2009/10.

2009/10 is the 3rd year of our annual drama competition for high schools. In 2008/09 we worked with five high schools and this year four participated. Last year Bishopsford Community School won and this year the winner was Ricards Lodge. Fifteen minute plays around the theme of ‘don’t die before you’ve lived’ are written by the schools and performed at Wimbledon High Schools Rutherford Theatre. The competition has managed to bring together state and private schools as well as single sex and mixed genders. The final performance is viewed by over 300 people as well as being shown as the Wimbledon Theatre Showcase and at feeder primary schools.

Junior Road Safety Officers

Designed for 9 to 11-year-olds, the JRSO scheme comprises one or two pupils recruited from schools to act as road safety champions and lead on promoting road safety issues among their peers. They are sent information packs by Transport for London that feature fun ways for them and their friends to learn about road safety. To enrol your school in our road safety training programme, please email road.safety@merton.gov.uk

The JRSO scheme has been running for several years in Merton, currently only four of the Borough primary schools participate. This is something we will address over the coming year.

The Road Safety Unit will continue to encourage primary schools to participate in the ‘Junior Road Safety Officer’ scheme, and the School Travel Advisors will encourage schools to include participation in the JRSO scheme in their STP action plans, as well as finding ways to link the JRSO’s to travel plan actions and projects.
TfL’s Safety and Citizenship Team

Safety and Citizenship is delivered by the Learning Department of London Transport Museum. The aim of Safety and Citizenship is to promote safe, responsible and respectful behaviour on London’s transport network. Funding for Safety & Citizenship work is provided by London Buses, London Underground and Community Safety Enforcement and Policing Team (CSEP). They do this in two main ways: through Junior Citizenship Events and In-School Presentations. Their service is offered to every primary and selected secondary schools in London.

In-School Presentations are designed to allow two-way learning between TfL staff and pupils in both Primary and Secondary schools. They prepare Year 6 students for their transition to Secondary school and the safe and responsible decisions they will need to make. At Secondary level, In-School Presentations are targeted at schools where issues have been experienced or caused by pupils. Both levels of presentation are delivered by an experienced School Liaison Officer (SLO) equipped with lively, moving media and image packed presentation materials. Sessions, which typically last an hour, are thought provoking and interactive, incorporating role play and discussion. They ask pupils to reflect upon their previous decisions and encourage them to make the right choices in their future travel.

Within Merton, TfL’s Safety and Citizenship Team worked with 45 out of 53 (LA) schools during 2008-2009 - 37 schools via Junior Citizenship Events and eight schools were individually visited and received In School Presentations.

For more information go to [www.tfl.gov.uk/citizenship](http://www.tfl.gov.uk/citizenship) or 020 7565 7303 [www.ltmuseum.co.uk/learning](http://www.ltmuseum.co.uk/learning)

Junior Citizen Events

Junior Citizenship Events have taken place in Merton annually since 2005. They are organized by the Road Safety Team and are supported by partners including the Met Police, TfL’s Safety and Citizenship Team, Fire Brigade, St John’s & Merton Nurses, Youth Awareness, RNLI, Port of London Authority and Trading Standards. Year 6 pupils (10-11 years of age) who attend are presented with up to 12 scenarios, the aim of each being to prepare students to make responsible and safe decisions in their everyday lives. Scenarios achieve this through discussion, role play and group work, all set in a safe and supportive environment. Every year 6 pupil gets the opportunity to attend the event. Primary schools are invited once every two years. Each scenario is evaluated by pupils and tutors and over the last two years 2,700 children have attended this event.

Upgrade - Transition

Merton and Sutton were the first two boroughs in London to pilot the ‘Upgrade’ Transition packs. Each year packs are produced for Pupils, Parents and Staff. These are given out in the summer term for all Year 6 pupils and parents and are supported by lesson plans and a Merton Upgrade Website. The aim of these packs is to encourage pupils to travel safely and by sustainable methods when they make the transition from primary to high school.
This scheme has undergone a major reassessment in 2009 to ensure value for money and changes may continue throughout 2010. The borough will reassess the scheme in the borough in 2010 to ensure its content and approach fits with pupils travel needs and travel and transport issues in the borough. Without a doubt this is a key period to address pupils travel patterns, given the changes that occur both to journeys, expectations of pupils and their attitudes (as shown in the earlier section on ‘current modes of travel’) - the question is not whether we address this transition but how best to do this.

**Safer Schools Police and Safer Transport Police**

Every secondary school in the borough has a Police Officer based there. These Officers take an active role in school life, with some taking responsibility for the schools travel plan as well as carrying out various other functions, including speaking to pupils who may misbehave on journeys to and from school.

In terms of journeys to and from school the Safer Transport Team play a pivotal role at school run times. They have a presence around the borough but particularly at Worple Road, Kingston Road, Hartfield Road and Wimbledon Town Centre; and often travel on buses with pupils. STT Officers liaise with Safer Schools Police to highlight and address issues regarding home to school travel.
Cycling

Cycle Training

Schools are encouraged through the STP programme to promote cycle training for their pupils as we regard cycling as a life skill that everyone should have the opportunity to acquire.

The Road Safety Unit oversees the cyclist training programme for the Boroughs schools. In 2008 we began to provide training through the Bikeability scheme to our year 5 and 6 pupils and Year 7.

**Bikeability is the Cycling Proficiency Test for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads.** There are three Bikeability levels and children will be encouraged and inspired to achieve all three levels, recognising that there is always more to learn and to enjoy on a bike.

Bikeability Level 1 provides off road cycle training (e.g. in playground or park). Level 2 involves training on minor roads, and level 3 on busier roads and junctions.

Children who take part and pass the test at the end are awarded a Certificate. The courses are often integral to the achievement of targets set out in School Travel Plans, and ensuring safe and sustainable travel for our young people.

Between January 2007 and December 2008 1156 pupils received some level of cycle training, with the 54% of these going on to achieve Level 2. In 2007 training was provided for 31 schools, including Melrose special school. In 2008 21 schools have been visited (including two special schools, Melrose and Cricket Green), and to date in 2009 27 schools have been visited. To see which schools have recently received cycle training please see Appendix 8.

**In future an approved and active school travel plan will be a prerequisite for the provision of free cycle training** for primary schools for up to twelve Year Five or Year Six pupils. All schools are invited to put themselves forward for training at the end of each academic year. The audit of cycle training provided over the period 2008-2009 has shown that the same schools are generally provided with training year on year, and a higher percentage of schools who receive training are in the west of the borough. We plan to seek to address this balance in future years by reassessing the process of allocating training to increase equity in allocation.

We will also look to seek further funding to increase cycle training capacity. In particular, we wish to identify pupils who successfully achieve level 2 cycling and are particularly dedicated to cycling to school, and encourage them to undertake level 3 cycle training. The Bike It project at Raynes Park High will hopefully see the development of level 3 training for some of our high school pupils.
The Mayor’s Cycle Parking Scheme for Schools and Colleges

This scheme allows schools who have an up to date (active) school travel plan, (which shows an unmet demand for cycling and a commitment to support and promote cycling) to apply for cycle storage free of charge from TfL.

At the end of the financial year 2008/09 27 schools had been successful in receiving new cycle storage from this scheme – which totals 560 cycle parking spaces at our schools. Over the coming year one further schools - Joseph Hood Primary will receive cycle storage installed through the scheme (20 spaces). Based on the 2009 school travel barrier report a further twelve schools have been put forward in June (2009) to go on the schemes waiting list, however at present future funding for this scheme is uncertain. Alternative sources of funding may need to be sourced in future, potential sources include the small grants scheme and Generation Greens (British Gas) Green leaves scheme.

<table>
<thead>
<tr>
<th>Schools with cycle storage through the Mayors Scheme</th>
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<tbody>
<tr>
<td>Abbotsbury Primary</td>
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<tr>
<td>All Saints CE Primary</td>
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<tr>
<td>Beecholme Primary</td>
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<tr>
<td>Benedict Primary</td>
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<tr>
<td>Bond Primary</td>
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<tr>
<td>Cranmer Primary</td>
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<tr>
<td>Hatfield Primary</td>
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<tr>
<td>Hollymount Primary</td>
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<tr>
<td>Holy Trinity Primary</td>
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<tr>
<td>Links Primary</td>
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</tbody>
</table>

A number of schools have sourced and installed their own cycle parking arrangements independently of the mayor’s scheme. Several used their STP capital grant to install cycle storage. To date we know that 44 of the 68 schools in the borough are known to have cycle storage in place for pupils and / or staff to use. Please see appendix 9 for a full list of schools and numbers of spaces allocated through the Mayors scheme over the last five years.

So far a minimum of 950 cycle spaces have been recorded at Merton’s schools. This goes someway towards assisting the 4500 pupils and staff that said in their 2008 survey that they would prefer to cycle to school.

Bike It

Bike It is a nationwide project that encourages children and young people to choose two wheels instead of four for the journey to school. Bike It Officers work directly with pupils, parents and staff to help them overcome the various barriers preventing them
from cycling to school. Through the engagement of the designated Bike It Officer, Bike It schools will receive:

- A year long commitment to the development of cycling
- Health and Safety Assemblies
- Classroom sessions linked to the curriculum
- Help in setting up cycle clubs and bike user groups
- Fun events like bike breakfasts and stunt cycling displays
- Practical activities such as developing safe cycling skills and learning how to carry out simple repairs
- Community cycle events
- Long-term sustainability of an active school cycling culture

The boroughs STA bid to Sustrans in May 2009 for the borough to participate in the Bike It scheme. With support from several keen schools the bid was successful and 6 schools including one High School will benefit from having their own Bike IT officer over the coming year (2009/10).

Schools were selected to participate based on a number of criteria including:
- Schools who attended the boroughs STP conference (in April 2009 when the project was announced and initial interest sought)
- Schools with an active school travel plan
- % of pupils who cycled to school ideally below a certain threshold
- Number of staff who cycled to school
- schools level of cycle training in the past
- schools participation in cycle based competitions over the last 2 years

The project will hopefully tackle low bike ownership, work to improve the road worthiness of pupils cycles through the provision of Dr Bike Days, organise bike pools for those who don’t own their own bike, carry out lessons, activities, and competitions to encourage these schools to become more cycle friendly.

**Bike It Schools for 2009/10 include:**
Abbotsbury Primary
Cranmer Primary
Dundonald Primary
Joseph Hood Primary School
Pelham Primary
Raynes Park High
Walking Initiatives

Walk to School Weeks

The STA promotes Walk to School Week and International Walk to School Month to all schools with STP’s. Where possible events are held to involve schools and raise awareness of walking within the borough. Previous walk to school weeks in the borough have been linked to Debra the Zebra visits and the provision of theatre in education amongst other things.

In May 2009 Walk to School week the focus event was a ‘Walk to the Hub’. A walk was organised from the Civic Centre to the Hub – a popular young people’s activity centre – in Merton. 19 schools took part – the Mayor and Debra the Zebra attended and walked the (1.3 mile) route with 40 pupils, a Road Safety Officer and the STA team.

The theme was ‘walking and talking’ – the road safety officer, talked to the children during the walk about safety issues. The pupils took part in four different types of physical activities at the Hub – and a healthy lunch was served. The Mayor, Debra and the hubs mascot (terror the tiger) presented goodie bags to the pupils.

The event appeared two weeks in the row in the Guardian newspaper raising the profile of the week and walking generally to the wider community.

The London wide Kiss FM event was promoted to the boroughs schools as part of Mays’ Walk to School Week Promotions, as well as a borough wide Walk to School Lyric competition which was participated in by thirteen schools, including Ursuline High School who submitted the inspirational winning rap from one of their 15 year old pupils (photo below left). Winners attended a celebratory awards event, where raps / jingles were performed and awards were presented by Charlie from Kiss FM and Merton’s’ Mayor. The event had good coverage in the local press.
WoW

WoW – ‘Walk on Wednesdays’ or ‘Walk Once a Week’ is an incentive scheme co-ordinated in London by Transport for London. If a child walks every Wednesday in a month, or once a week for every week of the month (depending on how the participating schools wants to take part), they receive a WoW foot pin-badge at the
end of the month. The badges are a different design each month, designed by pupils themselves through an annual design competition in which Merton pupils participate.

As of April 2009 6691 pupils were participating from 22 primary schools, as follows:

<table>
<thead>
<tr>
<th>Abbotbury Primary</th>
<th>Hollymount Primary</th>
<th>Priory CE Primary</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Saints CE Primary</td>
<td>Liberty Primary</td>
<td>St Marks Primary</td>
</tr>
<tr>
<td>Aragon Primary</td>
<td>Links Primary</td>
<td>St Theresa's RC Primary</td>
</tr>
<tr>
<td>Beecholme Primary</td>
<td>Malmesbury Primary</td>
<td>William Morris Primary</td>
</tr>
<tr>
<td>Bond Primary School</td>
<td>Merton Abbey Primary</td>
<td>Wimbledon Chase Primary</td>
</tr>
<tr>
<td>Cranmer Primary School</td>
<td>Morden Primary</td>
<td>Wimbledon Park Primary</td>
</tr>
<tr>
<td>Garfield Primary School</td>
<td>Pelham Primary</td>
<td></td>
</tr>
<tr>
<td>Hatfield Primary</td>
<td>Poplar Primary</td>
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</tbody>
</table>

The scheme is flexible - many schools in the borough have made changes to the way WoW operates in the school to fit with their school community and travel patterns. Some schools allow children who live too far away to walk to participate by ‘parking and walking’ the final couple of streets to school, or walking round the school playground at lunch time.

Other schools, including Aragon, have extended / personalised the scheme to incorporate a monthly prize / class trophy for the class who achieve the highest numbers of walking.

In the coming year schools who have been involved in the scheme for some time or have high levels of walking will be encouraged to change the rules so that pupils have to walk twice or more a week to achieve their monthly badge.

If your school is not participating or used to participate and no longer does – talk to a school representative and contact your STA about getting on board or to discuss ideas to reinvigorate WoW at your school. Email or phone the School Travel Plans team. (Nicola.Ashley@merton.gov.uk) 020 8545 3192.

"WoW is a fun scheme that all children can enjoy. It provides colourful and inventive incentives that encourage children to be more active and walk to school. As well as this the scheme promotes road safety, exercise and the environment in a practical way and has made a real difference to the way that children consider traveling to school. I would therefore recommend this scheme and certainly hope that it continues for a long time!"

Tracey Riccio, Teacher (Aragon Primary)
Walking Buses

A walking bus is an organised walking group led by adult (usually parents) ‘drivers’ and ‘conductors’. The walking bus follows a set route and timetable stopping at agreed stops to collect children on the way to school. This means parents of the children involved don’t have to walk to school every day. The Borough offers support to schools looking to establish a bus. Merton has produced a pack and free resources for any school interested.

At the end of 2008 the borough had 4 schools which run walking buses.

<table>
<thead>
<tr>
<th>Schools with Walking Buses</th>
<th>No. of routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbotsbury Primary</td>
<td>1</td>
</tr>
<tr>
<td>Bishop Gilpin CE Primary</td>
<td>1</td>
</tr>
<tr>
<td>Morden Primary</td>
<td>1</td>
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<tr>
<td>Poplar Primary</td>
<td>1</td>
</tr>
</tbody>
</table>

Wimbledon Schools Smarter Travel Pilot Initiative – Step2Get

In 2008/2009 TfL stepped in to create a pilot project around incentivising walking for pupils at two of the boroughs High schools for girls – Ricards Lodge and Ursuline High. The aims of the project were to:

- Promote active travel and healthy living
- Reduce crowding on buses and in the Town Centre
- Reduce the number of incidents of concern and improve the quality of social spaces for all
- Encourage students to arrive at school earlier and on time

These objectives were to be achieved in two ways - by spreading the peak of demand for bus use by encouraging girls to arrive at school earlier, and encouraging walking to school from Wimbledon Town Centre and Raynes Park Station.

A variety of incentives were used to make this happen, including the creation of a social space in school for the girls to utilise before classes started, with a variety of activities and games; free breakfasts; and prizes (i.e. cinema vouchers) for those who walked to school 8 times a fortnight.

45% of girls stated that as a result of the walking scheme they would switch to walking to school, and this seems to have worked with the following outcomes supporting the girls claims.

At Hartfield Road (Stop L) there were 50% fewer incidents of Ursuline students ‘unable to board’ crowded buses as demand for bus travel was spread across the morning peak. There were also significant reductions in dwell time at peak period at each bus stop assessed.

The scheme has been launched for a second year in September 2009 and rebranded Step2Get.
Public Transport Initiatives

The School Travel Party Scheme

The Transport for London School Travel Party scheme is open to all schools located within the Greater London area. Under the scheme you can travel free if you are visiting venues of an educational and cultural interest that enhance, support and supplement teaching as part of the National Curriculum. The STA promotes this to all schools in the borough as a way of providing public transport experience and training to the boroughs pupils. Most schools use this for London based excursions.

Oyster ZIP card facilitation scheme

The boroughs Safer Transport Team have created a transition based project where they visit primary schools and assist the Year 6 pupils to apply for their Oyster ZIP card. They take equipment into schools, which was initially funded through the STP scheme (LIP funding from TfL), to enable them to take and produce passport sized photos to include on the Oyster card and assist pupils to fill out the application form.

In the coming year the STP team will work more closely with the Police to inform primary schools that this service exists, building it into schools travel plans. Liaison will take place between the STA and Sergeant Sarah Coleman with regard to which schools have requested visits in their STP action plans.

This scheme also importantly provides the Police with an opportunity to spend time in Primary schools with these transition age pupils, allowing familiarisation and positive interactions.

“This project has been extremely successful in Wimbledon Town Centre in the mornings. There has been a significant reduction in the number of young people waiting at busy bus stops before school.

PCSOS’s working on Merton Safer Transport Team have received positive feedback from students travelling on key bus routes. Young people have enjoyed the varied incentives on offer and taking part in the scheme. We really hope this good work can continue in the future.”

Sarah Coleman, Police Sergeant (STT)
Curriculum and Education for Sustainable Travel

School Travel Planning and the Curriculum

Schools are encouraged to incorporate School Travel Planning, sustainable travel, and related issues into the curriculum. In the past the STA has promoted TfL’s curriculum materials to schools in the Borough on an ad hoc basis; in 2010 this will change with the use of certain curriculum materials being built into some schools STP action plan – particularly the cycling pack teaching resources.

Class work around sustainable travel links to many areas of the curriculum including those set out in this table.

<table>
<thead>
<tr>
<th>Subject</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citizenship</td>
<td>1, 2, 4</td>
</tr>
<tr>
<td>History</td>
<td>12, 18</td>
</tr>
<tr>
<td>Geography</td>
<td>1, 2, 12, 20, 25</td>
</tr>
<tr>
<td>Science</td>
<td>5a, 5-6H and encompasses elements of scientific enquiry</td>
</tr>
<tr>
<td>ICT</td>
<td>3a, 4a, 4d, 5d, 5f, 6a</td>
</tr>
<tr>
<td>Numeracy</td>
<td>Data handling and measuring</td>
</tr>
<tr>
<td>Literacy</td>
<td>Covers many of the learning objectives</td>
</tr>
</tbody>
</table>

FUTURE WORK:

Curriculum materials will be promoted to schools in June / July annually when teachers are beginning to plan the future academic years programme.

In October (2009) International Walk to School Week we will be promoting ‘One World Week’ to our schools, providing Primary schools with copies of the resource ‘Every Journey Matters’ and creating a International Walk to School competition around this resource and the consideration of climate change as a social justice issue - highlighting citizenship as well as travel issues and contributing to achievement of Sustainable Schools accreditation.

We will also look for other creative ways to encourage the use of these free curriculum materials within class work.

Theatre in Education for Sustainable Travel

The borough has received funding for sustainable travel Theatre in Education since 2004. Various groups, performances and workshops have been utilised to pass sustainability and active travel messages to pupils in amusing and increasingly interactive ways. What if it Rains? And Driving Miss Daisy are among the plays that have been used in the borough.

The boroughs exciting interactive play ‘Round the Corner’ was developed by the Polka Theatre for the Road Safety Unit and is currently being developed to fulfill the needs of both road safety and sustainable travel. This new redeveloped play will be provided to pupils possible during the run up to walk to school week in April / May 2010.

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16 One World Week takes place between 18 and 25 October 2009 and highlights social justice issues
6.0 Partnerships

The promotion of sustainable travel to school and the delivery of the new duties required under the Education and Inspections Act 2006 will not be possible without the support of Local Authority and external partners.

The large number of partners involved in this work and whose areas of work overlap with school travel is evidenced by the large number of individuals who provided guidance and information in the development of this strategy. Please see appendix 10 for details of who was consulted on the first draft of this strategy.

Transport for London

Transport for London has been supporting and guiding this area of work since the outset, in particular through development of the Travelling to School Initiative (initiated in 2003). As detailed throughout this Strategy - funding and targets, and support in the form of guidance, resources, and best practice has been continuously provided and coordinated by TfL. Support also now provided in the form of direct project facilitation for example Wimbledon Schools Smarter Travel Pilot Project (detailed under Walking Initiatives in section 5, page 56).

Met Police

There is a good basis for partnership working with the Met Police in the borough, with many Safer Schools Officers and PCSO’s taking responsibility for travel plans in the schools that they are attached to. And now with the development of Safer Neighbourhoods and Safer Transport Teams the possibilities for greater partnership working are increased, as shown by the Wimbledon Schools Pilot project and the Oyster Zip facilitation scheme.

Safer Transport Team

In terms of journeys to and from school the Safer Transport Team play a pivotal role at school run times. They have a presence around the borough but particularly at Worple Road, Kingston Road, Hartfield Road and Wimbledon Town Centre.

The Oyster / Zip facilitation scheme is a great way of supporting young people to get their Oyster card – removing the prohibitive £6 cost of getting passport photos, and involving them with the Police in a positive manner.

Wimbledon Schools Smarter Travel Pilot Project – Step2Get

The boroughs Safer Transport Team and PCSO’s played a key role in this project and continue to run Wimbledon Town Centre Problem solving meetings getting stakeholders together to keep an eye on the situation and address issues as they arise.

Safer Neighbourhoods Team / Safer Schools Officers

The Safer Neighbourhood Teams are ward based and those with schools within their wards are responsible for liaising with the school regarding any potential problems that may impact on the local community. They are encouraged to visit the school and build up links with the pupils and staff.

For more information see the Safer Neighbourhoods website.
Community Payback / Probation
Section 106 funding has been used to enable the Road Safety Team to work with Community Payback to facilitate a scheme called ‘Recycle a Cycle’. Young people with community service orders work on Saturday mornings to repair and rehabilitate cycles reclaimed by the police. The young people learn cycle repair skills and the repaired bikes are given to people in the borough.

FUTURE WORK:

The development of the Environmental Visual Audit project in the borough, fits perfectly with the remit of safer neighbourhoods teams and Safer Transport Team – identifying and addressing safety and security issues of relevance to the local community and their environment - and will be infinitely more successful with the involvement of the Safer Transport Teams / Safer Neighbourhoods Teams. Community Payback can also be linked in this project to remedy some of the issues identified. This is something the STA will seek to work with the Police and Community Payback to establish over the coming year.

The development of Home to School Codes of Conduct for each High School, which will form part of the schools STP, and incorporate bullying and other safety and behaviour issues.

Healthy Schools

Twenty four schools in the Borough have achieved the National Healthy School Status (including one secondary – Ursuline High and one special school – St Ann’s. And a further 26 are working towards achieving the standard in 2009 (including 4 High Schools and 2 Specials schools). Schools maintain this award for three years, after which they are expected to self-validate to retain the award.

Schools are required to provide minimum evidence to achieve national status. In the case of school travel, they need to have an approved school travel plan or demonstrate that they are working towards approval of a travel plan.

The Boroughs stretch LAA targets include reporting on the Percentage of schools assessed as ‘good or outstanding’ as specified in the Kingston, Merton and Richmond Healthy Schools Scheme Handbook, (current as of January 2007, as measured by accreditation arrangements therein). Maintenance of active travel plans are an integral factor for the success of reporting on this indicator.

Wider Partnerships for Travel

Looking beyond school travel, partnerships we are currently involved in which prepare joint package bids for various schemes which aim to improve public transport and sustainable travel facilities, include:

- London Bus Priority Network (LBPN)
- London Cycle Network (LCN)
- London Safety Camera Partnership (LSCP)
- South and West London Transport Conference (SWELTRAC);
- South London Transport Strategy Board (South London Partnership)
These effective partnerships and working relationships ensure that all promotional work carried out by the STA is backed up by other agencies and groups whose remits, outputs and targets (in fields of safety, health and environment) overlap with those of the school travel programme – to ensure efficiency of the school travel programme and achievement of many cross departmental aims and objectives.

**Future potential partnerships**

**Primary Care Trust**

As a result of increasingly overlapping objectives and targets such as childhood obesity, we will work to develop a deeper partnership between the school travel programme and the Sutton and Merton PCT, with an initial focus on the following areas –

**DCSF Sustainable Schools Initiative**

The development of this Agenda in Merton benefits and supports both the PCT's and the School Travel Agendas. One of the three interlocking themes of sustainable schools is a *commitment to care* – care for oneself, for each other (across cultures, distances and generations) and for the environment itself (far and near).

Of the eight doorways highlighted for action through the Sustainable Schools framework – six are linked to caring for oneself and / or the environment, including Food and Drink, Inclusion and Participation, Travel and Traffic, Local well being, Buildings and Grounds, and Global Dimension.

In Haringey STP funding has been matched by that of the PCT to develop and provide a bespoke Haringey based CD Rom to help schools work towards Sustainable Schools accreditation – thereby supporting more active travel, modal shift and behaviour change. This is something that will be investigated in Merton. Contact will be made with Suttons STA to see if there is cross borough potential for this scheme.

**Cycling**

Both the PCT and the School Travel Team / Road Safety Unit have a remit to promote and facilitate more cycling and safer cycling. Therefore any match funding opportunities to enable the borough to provide increased cycle training should be investigated.

**The Weight Management Centre / ‘Alive and Kicking’**

The Alive and Kicking Programme is funded by Merton and Sutton PCT and seeks to reduce overweight and obesity in children by addressing the environmental, social and behavioural factors that are promoting weight gain. The core strategy of the programmes is to identify the pertinent causal factors within the family, and through a structured and supportive programme elicit positive long term sustainable behavioural changes in all family members. The programme has three key components - behaviour change, nutrition and physical activity.

The age groups worked with are 7 – 11 years and 12 to 16 years. The Alive and Kicking Programme Coordinator and School Travel Team will liaise regularly to ensure joined up messages about walking and cycling for short journeys and to ensure that cycle training is promoted to these families.
7.0 Financial Information

This strategy will use funds from TfL via the LIP, the DCSF duty to promote sustainable travel grant, DCSF capital grants for schools funds, DCSF Bursary for STP staff, and other external funding opportunities, where these can be identified.

Since 2001 Merton have successfully bid for and committed a significant amount of funding and resources to the promotion of safe, active and sustainable travel to school. Since 2005 in excess of £1 million has been spent on safer routes to school, school travel plans and travel awareness in the Borough. This does not include funding for staff posts or other engineering works carried out (LSS’s or 20mph zones) which also benefit school communities.

This section outlines sources of funding and what it was used for, and seeks to provide an outline of funding and resources required to deliver the future work detailed in this strategy, necessary to meet the duty to promote sustainable travel to school.

DSCF and TfL funding for School Travel Advisors
Since 2004 as part of the Travelling to School Initiative Merton has received 17k funding per year to contribute to the STA post from the DCSF. TFL have provided between £13k and 20k through the LIP (since year 2004) amounting to 95k). This amounts to £240k over all between 2004/05 and 2009/10 (inclusive). The DCSF bursary will come to an end in 2011.

Future STA funding
It is recognised that DfT/DCSF and TfL funding support for school travel plan staff may cease after March 2011 and that there is a need to secure funding to continue the promotion and enabling of sustainable travel for school journeys beyond this date. Options to continue this will be considered over the coming year. Given the alignment of STP programme outputs with many of the indicators of the Local Area Agreement (as identified in the appendix 1), investigation should be made into whether funding can be accessed for STA staff from this source, or indeed the new Area Based Grant, which is similarly flexible and currently receives the STA bursary from the DCSF, as well as other pots of funding which are linked to the delivery of sustainable travel to school including the Duty to Promote Sustainable Travel Grant detailed below.

General Duty to Promote Sustainable Travel Grant (DfT / DCSF)
Additional funding, is also been available from the DCSF and DfT to implement the four strands of the new duty (Education and Inspections Act 2006), including supporting development and review of this Strategy. Merton has been allocated £11,890 every year from 2007/08 to 20011/12 through this funding stream one of the main areas of expected expenditure for this funding is STA salaries. This funding can potentially carry over into future years and could be a potential contributory source of STA salary funding for 2012/13.

STP Capital Grants to Schools (DCSF)
In the 2004 ‘Travelling to School Initiative’ the DfT and former DfES (now DCSF) provided for all local authority maintained schools that produced a satisfactory Travel Plan to receive a capital grant.

The grant is £3750 plus £5 per pupil for primary or nursery schools and £5000 plus £5 per pupil for secondary or special schools. The grant is for capital spending and can
be spent only on ‘infrastructure’ measures within the school grounds which will support and promote sustainable travel. As of the end of 2008 £321,174\(^1\) had already been received by Merton’s LA schools which have approved travel plans. Each schools travel plan details what they used their funding for - many schools used this money creatively, for example, to provide shelter for parents who walk to school; install scooter and cycle storage; to buy trees for shelter and to ‘eat CO2’; to resurface playgrounds and paint road safety / cycle training lines on the play ground; and to re-site access gates or change access points to make them more pedestrian and/ or cyclist friendly.

These capital grants are available for all LA schools producing travel plans during 2009/10 and 2010/11. It is hoped that most of the Borough’s schools without travel plans will have their plans approved by the end of 2009, in line with the Mayors targets, and will therefore benefit from this available funding in 2010.

**Travel Plan Grants to Independent Schools (TfL)**

Although Independent schools in London do not receive a capital grant from the DCSF, in most boroughs they receive an equivalent sum of funding from TfL through the LIP process to help them implement their plans. £49,595 was been collectively received by the boroughs Independent schools so far. The following schools received grants to support the promotion and enabling of safe sustainable travel to school:

<table>
<thead>
<tr>
<th>2005/06</th>
<th>Quantity</th>
<th>2007/08</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blossom House Special School</td>
<td>£5,535</td>
<td>Eagle House Special School</td>
<td>£5,330</td>
</tr>
<tr>
<td>Donhead Prep</td>
<td>£4,575</td>
<td>Kings College (7-18yrs boys)</td>
<td>£11,055</td>
</tr>
<tr>
<td>Uruline Preparatory School</td>
<td>£4,910</td>
<td>Norwegian School</td>
<td>£4,175</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Rowans</td>
<td>£4,370</td>
</tr>
</tbody>
</table>

**2006/07 Predicted 2009/10**

| The Study Preparatory School | £5,295           | Willington School            | Approx £5,000    |
| Wimbledon Common Preparatory School | £4,340 | Wimbledon High               | Approx £9,300    |

**STP Small Grants Scheme**

Since the beginning of the school travel plan programme in the borough, schools which are at least one year into implementing their travel plans have been encouraged to bid for up to £3k additional funding to carry out activities, implement schemes, provide supply cover funding, or install infrastructure to promote and support sustainable travel to school (LIP funding).

<table>
<thead>
<tr>
<th>No. Schools</th>
<th>No. of grants</th>
<th>Bid quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>28</td>
<td>£42,627.25</td>
</tr>
<tr>
<td>2007/08</td>
<td>34</td>
<td>£40,000</td>
</tr>
<tr>
<td>2008/09</td>
<td>17</td>
<td>£39,000</td>
</tr>
<tr>
<td>Total:</td>
<td>33</td>
<td>£21,627.25</td>
</tr>
</tbody>
</table>

This funding has been used creatively by many schools to help make sustainable journeys to school increasingly likely, more attractive, and safer. Schools have used the money for a variety of things ranging from supply cover, lighting, cycle storage, electronic gates, pedestrian gates, re-siting of gates, to funding the participation in a film festival.

\(^1\) Does not include 2009 capital grant awarded to Gorringe Park Primary
9.0  Area-wide initiatives supporting the promotion and development of sustainable travel and transport

In our efforts to reduce pollution and congestion, and improve the health of the Boroughs residents we are committed to the promotion of sustainable travel for all journeys, not only journeys to school. What follows is a summary of some of the work taking place in the Borough to ensure we increase the percentage of more sustainable and active journeys and meet the Mayor’s Climate Change targets.

<table>
<thead>
<tr>
<th>Cyclist training for adults (Keith)</th>
<th>We provide cycle training for people living, working or studying in Merton.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>To book an individual lesson please contact Keith Filby on 020 8545 3205 or <a href="mailto:keith.filby@merton.gov.uk">keith.filby@merton.gov.uk</a></td>
</tr>
<tr>
<td>Healthy Walks</td>
<td>Merton Leisure and Culture Services Team run the Healthy Walk Programme in partnership with Mind under the banner ‘Walking the Way to Health Initiative.</td>
</tr>
<tr>
<td></td>
<td>The organised walks are opened to people of all ages and physical abilities, and give everyone the opportunity to get some exercise and fresh air in their local parks and open spaces. Participants are give pedometers to monitor their steps and encourage them to walk more regularly and incorporate more physical activity in their routines and local journeys.</td>
</tr>
<tr>
<td></td>
<td>Over the last two years there has been a total of 530 registered participants in 70 of these organised walks.</td>
</tr>
<tr>
<td>Work Place Travel Plans</td>
<td>The London Plan, and the Council’s Unitary Development Plan, also require major development proposals to be accompanied by a Travel Plan. Within Merton there are examples of a range of land uses, including residential, food retail, sports facilities and office developments that are legally obliged to produce Travel Plans.</td>
</tr>
<tr>
<td></td>
<td>An example of a residential Travel Plan is at the Former Wimbledon Football Club site at Plough Lane, where the redevelopment proposals included the construction of 570 residential units. Travel Plan measures include a cycle voucher for each property to the value of £170, car club membership and discounted usage for the first 2 years for residents and an oyster card to the value of £100 for each property. In addition, supporting travel marketing measures have been introduced, including travel information packs, poster display boards displaying public transport information and a community website.</td>
</tr>
<tr>
<td>Cycle Promotion</td>
<td>LB Merton has been promoting commuting cycling among local employers, Merton residents, employees and students. This year the programme was offered to Wimbledon Art College as part of their business travel plan (funded by TfL). In previous years other major employers who benefited form the scheme includes the Council and the Merton and Sutton PCT and GP surgeries in the borough. The programme usually attracts regular car drivers; most convert to the bike after taking part in the event.</td>
</tr>
<tr>
<td>Mitcham Eastfields</td>
<td>Mitcham Eastfields Station has been operational for a year and it is generating about new 1,500 new journeys a week. The new station</td>
</tr>
</tbody>
</table>
**Station**
provides 10,000 local residents with a faster and more direct route to central London as well as access to Surrey countryside and the English south coast.

The Council secured £300,000 match funding for improving pedestrian and cycling access from the station to Mitcham Town Centre - Laburnum Road Home Zone and St Marks Road Pedestrian Enhancement Scheme.

**Car Clubs**
There are two car club operators in the Borough - City Car Club and Street Car. Streetcar alone accounts for 1445 members (a 27% increase since new 15 on-street bays were launched in April 2009), 34 vehicles in 28 bays.

LB has secured further funding from TfL for the next two financial years to continue promoting car clubs in the borough. Some of the funding will be allocated to fit cycle racks to car club bays and promote the integration of cycling and car clubs.

**Awareness Raising Campaigns and Events**
Many activities are organised in the Borough around national and London wide events such as Bike Week, Walk to Work Week and In Town Without My Car.

The transport planning team are also present at many local festivals and events in the Borough including the Mitcham Carnival, Wandle Valley Festival, Wimbledon Carnival and Change4Life among many others.

**Controlled Parking Zones**
The Council regularly reviews and amends CPZ's in the Borough to ensure that they still met the needs and expectations of resident's and businesses, to discourage un-necessary commuter parking, to improve road safety and reduce congestion. They also have the additional effect of encouraging commuters and others to carry out their journey by more sustainable means. The Councils website contains a [map of CPZs](#) and information on operating times.

**Electric charging points**
Transport Consultancy PBA has been commissioned by SWELTRAC to undertake site audits in Merton to identify potential locations for installing electrical charging points in the borough.

Most boroughs in the sub-region have benefited from the installation of electrical charging points.

**London Safety Camera Partnership**
The London Safety Camera Partnership (LSCP) was formed in 2000 to take a strategic overview of the installation of safety cameras on the TLRN and borough road network.

Merton has 8 fixed speed cameras, 4 red light cameras and 6 fixed digital speed cameras, which play an important role in reducing traffic speed and numbers of casualties. Fatalities at camera sites show (average) 40% reduction following the installation of a camera.18

Merton’s [camera sites are mapped](#) by the LCSP.

**Cycle Super Highways – Route 7**
Cycle Highways will be a set of 12 radial routes that will provide a safe, fast, continuous and comfortable way of getting from Outer London into central London.

**Route 7** will link South Wimbledon, in Merton to central London and will be partially operational by May 2010. When fully operational the route will be 14.2 km long. The development and promotion of the route will include local businesses and potentially at least two local schools.

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18 Figures are annualised averages and relate to 3,376 camera sites in partnership areas. Source: DfT
## 9.0 Action Plan

### Supporting Schools to Develop and Maintain Active and Relevant Travel Plans

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Partner</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work with the remaining five schools to <strong>develop new travel plans</strong> (provide meetings, bespoke advice, templates, support with data entry and feedback on drafts)</td>
<td>School Travel Advisors</td>
<td>By March 2010</td>
</tr>
<tr>
<td>Provide annual <strong>STP conference</strong> and review workshops</td>
<td>School Travel Advisor / Transport Planning Team</td>
<td>March 2010 annually</td>
</tr>
<tr>
<td>Continue to assist schools carrying out annual <strong>reviews and rewrites</strong>.</td>
<td>School Travel Advisor</td>
<td>February 2010 and annually</td>
</tr>
<tr>
<td>Develop the <strong>Environmental Visual Audit</strong> project and use this effective consultation technique in schools carrying out three year rewrites</td>
<td>School Travel Advisor / Safer Travel Team / Safer Neighbourhoods Team (Met Police)</td>
<td>5 schools – annually starting January 2010</td>
</tr>
<tr>
<td>Work with any new or remodelled secondary’s, academies or 6th form colleges to develop, implement and ensure any existing STP’s remain relevant</td>
<td>School Travel Advisor</td>
<td>When required</td>
</tr>
<tr>
<td><strong>Promotion of TfL’s STAR Accreditation scheme</strong></td>
<td>School Travel Advisor</td>
<td>February annually (&amp; ad hoc at meetings with schools)</td>
</tr>
<tr>
<td>Reassess / remodel consultation questionnaires to ensure that all relevant data is collected; Including information about bullying so that STP’s can become a schools ‘safe from bullying on journeys’ policy document; Support development of <strong>Home to School Policies</strong> at the boroughs schools</td>
<td>School Travel Advisor / Bev Selway (Children, Schools and Families) / Sgt Ann Osland (Safer Travel Team)</td>
<td>September 2009 / February 2010</td>
</tr>
</tbody>
</table>

### Promoting Walking, Cycling and Public Transport

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Partner</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Walking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote Wow to schools and support those involved with resources, and guidance to maintain relevance</td>
<td>School Travel Advisor</td>
<td>Twice termly</td>
</tr>
<tr>
<td>Promote Walk to School Weeks. Providing either resources, competitions or events for involvement</td>
<td>School Travel Advisor</td>
<td>May and October annually</td>
</tr>
<tr>
<td>Continue to offer support to schools starting or running walking buses</td>
<td>School Travel Advisor / Road Safety Unit</td>
<td>As needed</td>
</tr>
<tr>
<td>Promote the Wow Walking Zones pack to schools</td>
<td>School Travel Advisor</td>
<td>April / May 2010</td>
</tr>
<tr>
<td>Investigate synergies with Alive and Kicking programme to discover if possible partnership could be developed</td>
<td>School Travel Advisor / ‘Alive and Kicking’ Programme coordinator (Weight Management Centre)</td>
<td>August 2009</td>
</tr>
<tr>
<td><strong>Cycling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Support the Sustrans Bike It Scheme in the Borough</td>
<td>Sustrans / School Travel Advisor</td>
<td>Bike It begins September 2009</td>
</tr>
<tr>
<td>Promote Bike Week to Schools</td>
<td>School Travel Advisor / Travel Awareness Officer</td>
<td>June annually</td>
</tr>
<tr>
<td>Action</td>
<td>Lead Partner/s</td>
<td>Timescale</td>
</tr>
<tr>
<td>--------</td>
<td>----------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Continue to provide road safety materials to schools</td>
<td>Road Safety Officers</td>
<td>Annually – at different times depending on resources E.g. Be Safe Be Seen campaign – October</td>
</tr>
<tr>
<td>Encourage participation in Junior Road Safety Officer Scheme</td>
<td>Road Safety Unit / School Travel Advisor</td>
<td>Ad hoc at meetings with schools</td>
</tr>
<tr>
<td>Coordinate the Junior Citizens event</td>
<td>Road Safety Unit</td>
<td>October 2009 - annually</td>
</tr>
<tr>
<td>Continue rolling programme of pedestrian skills training and road safety education visits</td>
<td>Road Safety Unit</td>
<td>-</td>
</tr>
<tr>
<td>Promote TfL sustainable travel curriculum materials to schools</td>
<td>School Travel Advisor</td>
<td>June / July 2010 (annually)</td>
</tr>
<tr>
<td>Theatre in Education for road safety and sustainable travel – ‘Round the Corner’ to Primary Schools (2010)</td>
<td>Road Safety Unit / School Travel Advisor</td>
<td>May 2010 (there after where funding permits)</td>
</tr>
<tr>
<td>Consider development of Sustainable Schools CD Rom for Merton and Sutton (Liaise with Suttons STA and Sutton and Merton PCT)</td>
<td>School Travel Advisor</td>
<td>-</td>
</tr>
<tr>
<td>Continue to promote the work of TfL’s Safety and Citizenship Team to schools</td>
<td>School Travel Advisor / TfL Safety and Citizenship Team</td>
<td>-</td>
</tr>
</tbody>
</table>
## Supporting SEN Students

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Partner/s</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue supporting and <strong>providing appropriate transport</strong> for these pupils including the provision of independent travel training where appropriate</td>
<td>SEN and Inclusion Team</td>
<td>-</td>
</tr>
<tr>
<td>Continue to <strong>carry out annual reviews</strong> of any travel support provision to ensure that any support provided is the most appropriate and cost efficient for all parties concerned</td>
<td>SEN and Inclusion Team</td>
<td>-</td>
</tr>
<tr>
<td>Assess feasibility of a <strong>walking escort scheme</strong> to enable pupils who are able and live within walking distance of their school to benefit from more active travel.</td>
<td>SEN and Inclusion Team</td>
<td>June 2010</td>
</tr>
<tr>
<td>Continue to carry out annual <strong>route planning</strong> and ad hoc reassessment throughout the year to ensure efficiency</td>
<td>SEN Transport Services</td>
<td>July / August annually</td>
</tr>
</tbody>
</table>

## Providing Travel Information to Pupils And Parents to Assist In School Choices

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Partner</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote this strategy as a source of travel information and support</td>
<td>Children Schools and Families Department / Transport Planning</td>
<td>-</td>
</tr>
<tr>
<td>Provide this strategy online and as a summary, included in the Admissions booklets (as required by the Education and Inspections Act 2006)</td>
<td>School Travel Advisors / Admissions Officers</td>
<td>Strategy online August (from 2010 annually) Admissions booklets – May annually</td>
</tr>
<tr>
<td>Investigate opportunities for the provision of information about travel options and sustainable travel through the <strong>Student Support Section</strong>, and <strong>Family Information Service</strong> (previously Children’s Information Service)</td>
<td>School Travel Advisor / Student Support Section / Family Information Service</td>
<td>Have link to SMoTS on relevant web pages from March 2010</td>
</tr>
<tr>
<td>Develop <strong>sustainable travel maps</strong> for each school, showing sustainable travel facilities appropriate for the school e.g. walking zones, SCP’s, cycle routes and bus routes.</td>
<td>Transport Planning / Traffic &amp; Highways</td>
<td>October 2009 – June 2010</td>
</tr>
<tr>
<td>Extended schools services &amp; 14-19 plans – utilise any media / methods of communication they have to promote sustainable travel within clusters, and pupils travelling to schools offering the new diplomas</td>
<td>Extended Schools and 14-19 Coordinators</td>
<td>-</td>
</tr>
<tr>
<td>Continued participation in <strong>Upgrade</strong> – transition scheme - providing transition materials to year 6 pupils and their parents</td>
<td>Road Safety Unit / School Travel Advisor</td>
<td>June annually</td>
</tr>
</tbody>
</table>
### Making Routes to School Safer for Walking and Cycling

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Partner</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to allocate funding for the implementation of STP engineering schemes around schools and to enable further development of the cycle network</td>
<td>Transportation Planning / Traffic and Highways</td>
<td>LIP funding – July annually</td>
</tr>
<tr>
<td>Ensure that 20mph zones and Local Safety Schemes take the needs of pupils into account</td>
<td>Traffic and Highways / Transportation Planning</td>
<td>-</td>
</tr>
<tr>
<td>Use Community Payback to remedy issues highlighted in Environmental Visual Audits (EVA’s)</td>
<td>Safer Transport Teams / Safer Neighbourhoods Teams / Community Payback Officer</td>
<td>From March 2010</td>
</tr>
<tr>
<td>Supporting schools to run safety campaigns including Zig Zag campaigns</td>
<td>School Travel Advisors / Road Safety Unit</td>
<td>Annually</td>
</tr>
</tbody>
</table>

### Effective implementation and monitoring of this strategy

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Partner</th>
<th>Timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a SMoTS steering group</td>
<td>School Travel Advisors</td>
<td>By February 2010</td>
</tr>
<tr>
<td>Work to combine hands up surveys and annual collection of mode of travel data for the Census</td>
<td>School Travel Advisors / Research and Monitoring (Lynn Doyle)</td>
<td>October 2009 – January 2010</td>
</tr>
<tr>
<td>Continued annual collection of travel survey data from schools</td>
<td>Schools / School Travel Advisors / Research and Monitoring</td>
<td>Dec – January annually</td>
</tr>
<tr>
<td>Maintenance and updating of Trace monitoring database</td>
<td>School Travel Advisors</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Consideration of how the boroughs Youth Parliament and Children’s Council could be used to gather information and opinions from our young people – to inform this strategy</td>
<td>School Travel Advisors / Youth Office (Children’s Services)</td>
<td>-</td>
</tr>
<tr>
<td>Progress on this action plan to be reviewed each year, and full review of plan to take place every three years (next in 2012)</td>
<td>School Travel Advisors / Children’s Services</td>
<td>June annually Full review June 2012</td>
</tr>
</tbody>
</table>
10.0 Potential Barriers to Implementation

Staffing and Resources

As stated in the boroughs 2008 draft SMoTS:

“.just because we nearly have a 100% of schools on board, the work is really just beginning rather than ending.

Whilst many schools have seen a reduction in car use there are still schools with plans in place who have seen less of a modal shift. As a borough we still have bus capacity issues with high schools and large numbers of pupils choosing to use the bus for relatively short journeys rather than walking. For some schools there is a definite need to have increased focus work with pupils to help bring about a greater degree of change in the way we travel.

As a borough we are confident that sustainable travel will continue to increase. However, it is likely that if we follow the lead of neighbouring boroughs in bringing in additional officers to help undertake this role, the change in modal shift will be even more dramatic.”

In line with this (in April 2009) we increased staffing from one to two STP staff (1.8FT basis), currently employed until end of March 2010. If our LIP allocation bid is approved there is likely to be 47k (from LIP and DCSF STA bursary) to enable us to maintain this level of staffing for the following year 2010/11. (Supplementing this we will have the 2010/11 ‘Duty to promote sustainable travel to school grant’ of £11k which can either be utilized in 2010/11 or carried over to contribute to STA posts in 2011/12). Into 2011/12, as a result of the current financial situation in the Council, and the expiration of the DCSF STA bursary, we may revert to one STA. This situation would be regrettable however given the LAs obligation to promote sustainable travel for school journeys19, recent research which shows us that the greater the number of STAs per borough the higher the modal shift that is achievable (with numbers of schools per borough being shown to be almost irrelevant)20, the increasing impacts of climate change, and the fact that child obesity levels have doubled in the last decade, and are set to double again, probably over a shorter period.21

The majority of the work referred to in this strategy is funded by TfL through the LIP process. This area of work has so far been dependent upon continued funding from TfL. Reduced funding in these areas could therefore reduce our capacity to complete the actions listed in the action plan.

Changes to the way LIP funding will operate from 2010/11 also needs to be considered. A needs based formula will be used and bids will not have to include a scheme by scheme breakdown. These changes will generally provide for greater flexibility in the way boroughs spend their funding. Funding for School Travel Plans, travel awareness and ETP has been allocated jointly under the banner of ‘Smarter

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19 Education and Inspections Act 2006
20 The Importance of School Travel Advisors’ MSc Transport Planning dissertation 2009; Ross Butcher
Travel’. This initial year - 2010/11 - the borough has received the same quantity of funding as in 2009/10, however given the financial climate and the costs saving push this will likely reduce in future.

The future potential incorporation of ‘rewards based funding’ into the LIP funding could be a potential future threat to the implementation of the school travel programme – given that ETP, Road Safety and sustainable travel awareness raising programmes are in part about long term change in attitudes and behaviours, and outputs are often intangible, and difficult to link to actions / work carried out. This is particularly the case with modal shift and environmental cost benefit analysis.

**Solutions:**

**Alternative sources of funding** - We will explore and develop alternative sources of funding for the continuation of the STA post, such as Section 106 planning agreements, Local Area Agreement funding, and the various pots that have now been added into the new flexible Area Based Grant, including funding for choice advisors and extended schools. As well as making full use of the Duty to promote sustainable travel grant for STA salaries. The Council is fully committed to the implementation and maintenance of active travel plans. Section 106 funding has already been accessed for facilities for one school in the borough, and consideration will be made as to how this funding could fund staff posts.

**Joint Working** – Closer working between Road Safety, Travel Awareness and the STP team can create cost savings as joined up messages are delivered via one joint medium. For example the redevelopment of the road safety Theatre in Education play ‘Around the Corner’ to incorporate sustainable travel messages – obviates the need for two T in E performances (one for sustainability and one for road safety); Eco-driving messages built into the Road Safety Units Driver Training courses obviates the need for the Travel Awareness Officer to focus on this area etc. Thereby streamlining costs and in many cases presenting a more persuasive coordinated approach.

**Involving other partners** – finding new partners with similar aims who can support work around the promotion and enabling of sustainable travel may take the pressure off the STA- Safer Neighbourhoods Police, Safer Travel Teams, ‘Alive and Kicking’ project coordinator, and the PCT for example.

**Maintaining Valid Travel Plans**

With the near arrival of the Mayors target deadline for all schools to have an STP in place by 2009 - future concerns may be related to holding schools interest in the sustainable travel agenda and maintaining valid travel plans (ensuring that schools stay engaged and up to date with monitoring and review of their plans).

**Solutions:**

**TfLs Accreditation Scheme** – will interest some schools, and will contribute to rewarding and celebrating successes.
Small grants scheme – provision of this scheme will ensure that schools continue to have resources to enable them to undertake activities and installation of infrastructure to address issues / barriers identified in their travel plans.

Other sources of funding for schools schemes – Identify and promote other sources of funding for projects and initiatives in schools that support sustainable travel.

Education – the promotion of this strategy and its more relevant targets related to implementation of STPs, accreditation and modal shift – should assist with understanding that the Mayors target was an initial target – with much subsequent work required to implement evolving travel plans and achieve behaviour change and modal shift, which is the key aim of travel plans. Travel plans are simply the vehicle used to get there.

Environmental Visual Audits and Community Payback – Linking travel plans with EVAs and Community Payback will complete the loop for many issues that are identified as problems on routes to school (e.g. graffiti, dumped rubbish, broken / damaged infrastructure etc.) If this link can be made pupils will get to see many of the issues they highlighted being addressed, and feel that they have contributed to real changes in their local environment.

Supporting and working with partners - to ensure that travel plans remain and become requirements for other relevant standards and awards. Involving other partners is key – finding new partners with similar aims who can support work around the promotion and enabling of sustainable travel.